

May 18, 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, May 26, 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
May 26, 2010**

COMMITTEE ACTION REQUESTED

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

ITEMS PROPOSED FOR CONSENT*

MINUTES

<p>*5A. <u>Approval of the April 28, 2010, Meeting Minutes</u></p>		<p>5A. Review and approval of the April 28, 2010, meeting minutes.</p>
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TRANSPORTATION ITEMS

*5B. 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 details the status of project development. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. Please refer to the enclosed material.

*5C. Arterial Life Cycle Program Fiscal Year 2010 Regional Area Road Fund Closeout

The Regional Area Road Fund (RARF) Closeout Process was established in Section 260 of the Arterial Life Cycle Program (ALCP) Policies and Procedures approved by the MAG Regional Council. A financial analysis of ALCP revenues and expenditures as well as the ALCP bonding program was conducted. After reviewing the output of the analysis, MAG staff recommended that five eligible projects be reimbursed in the fiscal year 2010 ALCP RARF Closeout Process. The MAG Transportation Review Committee and the MAG Management Committee recommended approval. Please refer to the enclosed material.

*5D. Fiscal Year 2010 MAG Highway Safety Improvement Program Projects

A total of \$1 million in FY 2010 Highway Safety Improvement Program funds has been suballocated by the Arizona Department of Transportation (ADOT) to MAG for road safety improvements in the region. On March 1, 2010, ADOT informed MAG that the list of recommended safety projects was due by June 1, 2010, to enable timely obligation. Due to the short time available to obligate the funds, the MAG Transportation Safety Committee adopted a process that would result in three categories of road safety improvement projects that could be obligated in the available time frame. On March 24, 2010, MAG staff announced a call for projects with a submittal deadline of April 9, 2010. Seventeen applications were received by MAG. The Transportation Safety

5B. Information and discussion.

5C. Approval of advancing \$23.995 million in Arterial Life Cycle Program (ALCP) project reimbursements to 2010 for the Fiscal Year (FY) 2010 ALCP RARF Closeout, and amend the FY 2010 Arterial Life Cycle Program, the 2008-2012 Transportation Improvement Program, and Regional Transportation Plan 2007 Update, as necessary.

5D. Approval of the listing of selected projects for FY 2010 highway safety improvement program funds.

Committee reviewed the applications and recommended a list of projects for funding. The Transportation Review Committee and the MAG Management Committee concurred with the recommendation of the Transportation Safety Committee. The FY 2008-2012 MAG Transportation Improvement Program amendment to include these projects is addressed in agenda item #5E. Please refer to the enclosed material.

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

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed project changes include amendments and administrative modifications to the FY 2008-2012 TIP for highway projects that include adding an ADOT pavement project on I-17, combining two Glendale pedestrian projects into a single project, changes to a Mesa project on Dobson Road, adding transportation enhancement funding projects in Phoenix and Wickenburg, and adding a series of safety projects in various MAG cities and towns contingent on approval of agenda item #5D. The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. The projects to be added or amended have been categorized as exempt from conformity determinations and the administrative modification includes minor revisions that do not require a conformity determination. The MAG Transportation Review Committee and the MAG Management Committee recommended approval of the amendments and administrative modifications. Please refer to the enclosed material.

*5F. Update and Review of Project Deferral Requests for Federal Fiscal Year 2010 MAG Closeout

By April 29, 2010, member agencies submitted requests to defer or delete federal funds from projects for approximately \$14.5 million. The Federal Fiscal Year (FFY) 2010 Closeout process is

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

5F. Approval of a list of projects to be deferred from FFY 2010 to FFY 2011 or later, approval of a list of projects requesting to remove federal funds from the project, and make the necessary amendments and modifications to the 2008-2012 MAG Transportation Improvement Program, and as

following the Draft FY 2009 MAG Programming Principles. The attached memorandum explains the process and the requirements for requesting a project deferral. The attached table provides specific details about the project deferral requests, and there are 13 deferral justification letters for projects that were requesting to be deferred for a second time or more. The Transportation Review Committee and the MAG Management Committee recommended approval of this item. Please refer to the enclosed material.

necessary to the Regional Transportation Plan 2007 Update.

AIR QUALITY ITEMS

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

5G. Information and discussion.

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

***5H. Conformity Consultation**

5H. 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 involve several projects, including a new ADOT pavement project on Interstate-17, two Glendale pedestrian projects combined into a single project, and a series of safety projects in various MAG cities and towns. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. American Recovery and Reinvestment Act Update and Guidance

In January 2010, the MAG Regional Council approved that guidelines for programming American Recovery and Reinvestment Act (ARRA) Local funds from project savings. The guidelines include a provision that a jurisdiction whose ARRA project savings are greater than \$200,000 and have a another eligible project that can meet the obligation deadline set by ADOT and FHWA can reallocate the project savings to the new project. Since that time, all ARRA projects in the MAG region obligated prior to the established deadline of March 2, 2010. Currently, ARRA-funded projects are going out for construction bid, and it is expected that all bids will be finalized by the end of May 2010. On May 12, 2010, the Management Committee discussed the \$200,000 threshold and the concerns of smaller member agencies for returning their bid savings when they might be able to utilize the funds on other eligible projects. The Management Committee recommended that the \$200,000 threshold be eliminated and if a jurisdiction has projects that can meet all of the requirements that it be allowed to move the projects forward. An update and additional guidance regarding the deobligation and utilization of ARRA funds are provided. Please refer to the enclosed material.

7. Acceptance of Commuter Rail Planning Studies and Amtrak Update

Since 2008, MAG has been engaged in developing three commuter rail studies. The Grand Avenue Commuter Rail Corridor Development Plan provides a detailed evaluation of the feasibility and necessary elements to successfully implement commuter rail service along the Burlington Northern/Santa Fe (BNSF) Phoenix Subdivision between Phoenix and Wickenburg. The Union Pacific (UP) Yuma West Commuter Rail Corridor Development Plan provides a detailed evaluation of the feasibility and necessary elements to successfully implement commuter rail service along the Yuma West rail line between Buckeye and Union Station

6. Approval that the approved guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds be modified to eliminate the \$200,000 threshold and if a jurisdiction has projects that can meet all of the requirements that it be allowed to move the projects forward.

7. 1) Accept the findings of the Grand Avenue Commuter Rail Corridor Development Plan, Yuma West Commuter Rail Corridor Development Plan, and Commuter Rail System Study; and 2) Revise the corridor ranking included in the Commuter Rail System Study upon the completion of updated regional socioeconomic forecasts or relevant passenger rail studies.

in downtown Phoenix, with a conceptual evaluation of the issues associated with extending the corridor to the Tempe Branch line in Tempe. The Commuter Rail System Study provides an evaluation of commuter rail options for the MAG region and the potential connecting routes immediately adjacent to the MAG region. The study establishes priorities for implementing commuter rail service through an evaluation of ridership potential, operating strategies, and associated capital and operating costs. The MAG Transit Committee, the MAG Transportation Review Committee and the MAG Management Committee recommended acceptance. On a related matter, at the April Regional Council meeting, information was requested regarding Amtrak intercity rail service in the United States as well as the discontinuance of Amtrak to Phoenix in June 1996. There has been a growing interest in re-establishing passenger rail in the MAG region and a brief historical summary will be included in the presentation. Please refer to the enclosed material.

GENERAL ITEMS

8. Sustainable Communities Planning Grant Program

On April 19, 2010, the MAG Executive Committee discussed the Sustainable Communities Planning Grant Program offered through the U.S. Department of Housing and Urban Development (HUD) in partnership with the U.S. Department of Transportation and the Environmental Protection Agency. In the advance notice published by HUD, large metropolitan areas are eligible to receive up to \$5 million to develop a regional plan for sustainable development. The Notice of Funding Availability (NOFA) is anticipated by mid-May with a deadline of early July. In total, up to \$100 million is available nationally. The purpose of the program is to integrate housing, economic development, and transportation planning in order to enhance the economy, environment, and social equity. It was determined it was advisable to receive input from the officers of the MAG Technical Committees regarding current work or interest in the area of sustainability. In addition, MAG is soliciting feedback from community partners that are involved in related initiatives. The possibility of

8. Information and discussion.

submitting an application on behalf of the Sun Corridor is being explored. Please refer to the enclosed material.

9. Approval of the Draft FY 2011 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

Each year MAG develops a Unified Planning Work Program and Annual Budget. This year, draft budget presentations were held and incremental information on the budget was presented beginning in January 2010 through April 2010. The total dues and assessments for FY 2011 continue to be reduced by 50 percent. As adjustments to the budget were made, the draft budget document was updated and presented to the Management Committee, Regional Council Executive Committee, and Regional Council. The Work Program and Annual Budget was reviewed and discussed by state and federal agencies at the April 29, 2010, Intermodal Planning Group meeting. The MAG Management Committee and the MAG Regional Council Executive Committee recommended approval of the Draft FY 2011 MAG Unified Planning Work Program and Annual Budget and member dues and assessments. Please refer to the enclosed material.

10. Legislative Update

An update will be provided on legislative issues of interest.

11. Request for Future Agenda Items

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

12. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

13. Adjournment

9. Approval of the resolution adopting the Draft FY 2011 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

10. Information, discussion, and possible action.

11. Information and discussion.

12. Information.

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

April 28, 2010
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

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

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Chair Peggy Neely at 5:02 p.m.

2. **Pledge of Allegiance**

Mayor Dunn led the Pledge of Allegiance.

Chair Neely noted those participating by telephone: Councilwoman Robin Barker, Mayor Art Sanders, Mayor Kelly Blunt, Mayor Jim Lane, Mayor Bob Barrett, Vice Chair Tom Schoaf, and Mayor Scott Smith.

Chair Neely announced that the Transportation Policy Committee recommended approval of agenda items #5B, #5E, and #5F on April 21, 2010. She noted the following items were at each place: For agenda item #5B, a revised project listing to reflect two minor changes made to pages three and seven; for agenda item #5J, a revised conformity consultation to reflect the changes made to the project listing in agenda item #5B; for agenda item #6B, a revised listing of projects to reflect changes that were received since the agenda packet was mailed; for agenda item #6C, updated Appendix A, Appendix C and Figure 8-4 in the Regional Transportation Plan; for agenda item #10, a memorandum announcing the appointments to the Nominating Committee; and for agenda item #12, a chart showing the status of legislation of interest to the MAG region and proposed Transportation Reauthorization Principles for major metro areas.

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 Dianne Barker, who noted that she attended the Phoenix City Council meeting and there was no quorum, so she was glad that MAG Regional Council had a quorum. She reported that the City is having innovation and efficiency hearings to look at ways of doing things. Ms. Barker commented that she read MAG's Input Opportunity Report and staff provided responses to the public's questions but there was no innovation in the responses – just direction to go see Valley Metro. She stated that people come to MAG for answers. Ms. Barker commented on how ending Local Transportation Assistance Funding will impede the entire system and other solutions are needed. She recommended that a committee for innovation and efficiency be formed to handle MAG resources. Ms. Barker commented on ideas for transit brought up by Marcus Smith and Greta Rogers at the public hearing that could provide incentives and reduce costs. She remarked that for those who have not read it, the Public Input Opportunity is very good. Ms. Barker noted that comments include opinions that the South Mountain Freeway is not needed if there is the bypass. 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 briefed the Regional Council on the Sun Corridor Joint Planning Advisory Council (JPAC) meeting that was held on April 20, 2010, at Wild Horse Pass. Mr. Smith stated that attendees from MAG, Central Arizona Association of Governments (CAAG), the Pima Association of Governments (PAG),

CANAMEX, the Arizona Mexico Commission, the Arizona Department of Transportation (ADOT) and Arizona State University heard a report on the AECOM Global Cities Program, which is providing \$300,000 toward a study on the Sun Corridor to identify economic engines. He said that the report is expected to be done the end of June. Mr. Smith noted that the idea is to determine the economic strategy before investing in transportation infrastructure. He noted that the three county area represents 85 percent of Arizona's population.

Mr. Smith then reported on the Western High Speed Rail Alliance. He stated that the Federal Railroad Administration is seeking applications for \$115 million in planning and construction grants for high-speed rail, and includes \$50 million in planning grants. Mr. Smith stated that applications and proposals are due to Federal Railroad Administration by May 19, 2010, with selection announcements made during summer 2010. Mr. Smith advised that the Nevada Department of Transportation agreed to submit the grant in the multi state category on behalf of the Western High Speed Rail Alliance.

Chair Neely asked Mr. Smith the organizations that participate in the Alliance. Mr. Smith replied that the members besides MAG are the Denver Regional Council of Governments, Regional Transportation Commission of Southern Nevada, Regional Transportation Commission of Washoe County (Reno), and the Utah Transit Authority (Salt Lake City). He added that the Alliance is also in communications with Albuquerque and another element being considered by ADOT is the rail line from Tucson to Phoenix. Mr. Smith stated that through this effort, MAG hopes to connect Phoenix to Los Angeles with high speed rail. He said that the goal is to get the high speed rail routes of Alliance jurisdictions on the map. Mr. Smith indicated that ADOT is interested in a rail component for Arizona, and the Alliance is being expanded to include departments of transportation and consultants. He added that they are trying to build the Alliance as large as they are able.

Councilmember Wolcott expressed that she was excited about the approach. She said that the Midwest Interstate Passenger Rail Commission and the High Speed Rail Commission for the Intermountain West have begun discussions regarding full connectivity, which is the eventual goal.

Mr. Smith stated that there have been discussions with individuals in Kansas regarding joining the Western High Speed Rail Alliance. He said that Tom Skancke, the Administrator of the Alliance, said that the goal should not be a lot of individual routes, but should be a system. Mr. Smith stated that if this region can get a route to Denver and to Kansas City, it will then be the Midwest network and envisioning traversing the United States in a bullet train becomes more straightforward.

Mr. Smith stated that Mexico is proposing a new deep water port at Punta Colonet, which will be the first major port constructed on the West Coast of North America in the past several decades. He said that this may represent an unprecedented opportunity for Arizona to create a platform to take advantage of, and profit from, global Asian trade flows. Mr. Smith reported that Mexico's National infrastructure Program from 2007-2012 identifies the Punta Colonet port and the rail connection to the United States as Mexico's number one infrastructure priority. He advised that the estimated range of total investment is \$5 billion. Mr. Smith stated that last week, Chair Neely and staff met with Dr. Arturo de las Fuentes, consultant for Mexico's Secretariat of Communications and Transport, who is working with the United States on identifying the border crossing of the rail line in Arizona. He added that they do not want to grant a monopoly to one railroad company and they are looking for a location that has Union Pacific and

BNSF rail lines. Mr. Smith explained that the San Luis crossing may provide opportunities for an inland port and reactivation of the Wellton branch of the Union Pacific line, which, if it becomes active, could provide freight opportunities and potential renewal of Amtrak service from Phoenix to Los Angeles. He noted that the potential for a crossing at San Luis and added that state law now allows public private partnerships. Mr. Smith stated that they look forward to the AECOM study being done this summer.

Mr. Arnett referenced the map onscreen asked if there was an existing rail track from Phoenix to Yuma to Los Angeles without going to San Diego. Mr. Smith replied he believed that was the Union Pacific track. He explained that they were interested in the dark blue line from Punta Colonet to Yuma to the Valley and then the dashed line represents the new Interstate 11 to Las Vegas and points north.

Mr. Arnett stated that it appeared the green line was the Amtrak line.

Mayor Hallman commented that the green line is the existing track through Maricopa.

Mr. Smith stated that the line goes through Maricopa because there is no service going west from Phoenix. He stated that if you go to the Amtrak website, you have to go to the 35th largest city before you find one that does not have Amtrak service.

Chair Neely extended her compliments to staff for putting together the JPAC meeting, which she felt was very beneficial. She noted that Mayor Hallman, Councilmember Wolcott, Mayor Lane and Mayor Cavanaugh attended the meeting. Chair Neely expressed that she was excited about what she heard there and she hoped it would bring about many successes. Chair Neely stated that she felt that Punta Colonet could bring everyone together and she hoped to continue moving forward on that effort.

5. Approval of Consent Agenda

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

5A. Approval of the March 31, 2010, Meeting Minutes

The MAG Regional Council, by consent, approved the March 31, 2010, meeting minutes.

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

The MAG 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 FY 2008-2012 Transportation

Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was most recently modified on March 10, 2010. Since that time, there have been requests from member agencies to modify projects in the programs. To move forward with project implementation, a number of changes to the FY 2008-2012 TIP are being requested, affecting highway projects, bicycle/pedestrian projects, arterial street projects, and transit projects. The proposed project changes include amendments and administrative modifications to FY 2008-2012 TIP for highway projects (Table A), amendments and administrative modifications to FY 2008-2012 TIP and FY 2010 ALCP for arterial street projects (Table B), amendments and administrative modifications to FY 2008-2012 TIP for transit projects (Table C), and administrative modifications to the FY 2010 ALCP (Table D). The Transportation Review Committee recommended approval of the amendments and administrative modifications to the TIP and/or ALCP as presented in Tables A through D. Table E includes a listing of projects proposed for the reallocation of ARRA project bid savings. Table E was developed after the Transportation Review Committee action and is based on information received from MAG member agencies. The MAG Management Committee and the Transportation Policy Committee recommended approval of the amendments and administrative modifications to the TIP and/or ALCP as presented in Tables A through E.

5C. Arterial Life Cycle Program Status Report

A Status Report on the Arterial Life Cycle Program (ALCP) for the period between October 2009 and March 2010 addresses ALCP project work, the remaining Fiscal Year 2010 ALCP schedule, program deadlines, revenues, and finances.

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 details the status of project development. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project.

5E. Programming of Bid Savings of Local MPO American Recovery and Reinvestment Act (ARRA) Funds - Technical Amendment

The MAG Regional Council, by consent, approved an amendment to the guidelines for programming unobligated ARRA Local funds as stated in the attached memorandum. Through the MAG committee process, discussions have been held regarding the anticipated bid savings on obligated Local Metropolitan Planning Organization American Recovery and Reinvestment Act (ARRA) funded projects due to lower project costs. On January 27, 2010, the MAG Regional Council approved the guidelines for programming unobligated ARRA Local funds. The guidelines allow local agencies with the ARRA project bid savings to have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT -STP funds and move the project savings to an eligible project that is above \$200,000 and can obligate before September 30, 2010, including new projects. In addition, the guidelines stipulated that any jurisdiction that cannot meet the \$200,000 threshold and obligation deadline of September 30, 2010 would return the project savings to

the regional pool for reallocation. Since the approval of the guidelines, the Arizona Department of Transportation notified MAG that all Local ARRA funds must obligate by August 15, 2010. The MAG Transportation Review Committee, the MAG Management Committee, and the Transportation Policy Committee recommended approval of an amendment to the guidelines for programming unobligated ARRA Local funds.

5F. Transit Allocation Methodology for Proposed Federal Economic Stimulus Legislation - Potential Changes Due to Loss of Local Transportation Assistance Funds

The MAG Regional Council, by consent, approved that transit funds that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate. The methodology by which to allocate any transit funds from a potential second round of stimulus funding has been on the agenda for information, discussion and action during MAG committee meetings. In February 2010, the Transit Committee and Transportation Review Committee recommended approval that any transit funds from a second stimulus bill that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate. At the Management Committee meeting on March 10, 2010, it was recommended that given that Local Transportation Assistance Funds (LTAF) would no longer be available to member agencies, this agenda item should go back through the committee process for discussion of any changes, if necessary, to the recommendations in light of the loss of the LTAF. The MAG Transportation Review Committee, the MAG Management Committee, and the Transportation Policy Committee reaffirmed the use of ARRA II.

5G. Section 5310 Elderly Individuals and Individuals with Disabilities Transportation Program Priority Listing of Applicants

The MAG Regional Council, by consent, approved forwarding the priority listing of applicants for the Federal Transit Administration (FTA) Elderly Individuals and Individuals with Disabilities Transportation Program to the Arizona Department of Transportation. On March 31, 2010, the MAG FTA Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee developed a priority listing for the applications received for FTA Section 5310 funding. The FTA provides these funds to the Arizona Department of Transportation (ADOT) for capital assistance to agencies and public bodies that provide transportation services for people who are elderly and for people who have a disability. This year, 17 applications were submitted for capital assistance awards. Twenty-nine van requests and two mobility manager requests were received and considered by the Committee. The MAG Management Committee recommended forwarding the priority listing of applicants to ADOT.

5H. Appointment of Councilmember Jack Sellers, City of Chandler, to Serve as One of the Seven Largest Cities/Towns Elected Officials on the Transportation Policy Committee

The MAG Regional Council, by consent, appointed Councilmember Jack Sellers, City of Chandler, 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 Boyd Dunn, the elected official representing the City of Chandler on the TPC, notified MAG that the City is requesting that Councilmember Jack Sellers represent Chandler on the TPC.

5I. Update to Federal Functional Classification System

The MAG Regional Council, by consent, approved the proposed updates to the federal functional classification system. MAG has received requests from the City of Peoria and the Town of Buckeye to add three projects to the Federal functional classification system. The City of Peoria is requesting that the Agua Fria truck reliever route from 112th Avenue/Rose Garden Lane to 107th Avenue/Pinnacle Peak Road and Butler Road are classified as Major Collectors. On March 29, 2010, the Transportation Review Committee (TRC) recommended approval of the request. Since the TRC took action, the Town of Buckeye requested that Airport Road from Interstate 10 to Yuma Road be classified as a Rural Minor Arterial. The classification requests are necessary for the ARRA/STP funded projects to proceed. The Management Committee recommended approval of the classification requests.

5J. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan - 2007 Update. The amendment and administrative modification involve several projects, including project additions and changes from the Arizona Department of Transportation on Interstate-10, Interstate-17, Loop 303, State Route 85, and Loop 101, and a change from the City of Mesa to a bicycle/pedestrian project. The amendment and administrative modification also include a series of adjustments to Chandler, Maricopa County, Peoria, and Scottsdale projects affecting the MAG Arterial Life Cycle Program. In addition, the amendment and administrative modification include project additions and changes for FY 2009 and FY 2010, which are required to reconcile federal transit funding and establish a zero balance of unprogrammed transit funds in the approved TIP. The amendment and administrative modification also includes new TIP projects that are potential candidates for ARRA (American Recovery and Reinvestment Act) bid savings funds. 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. This item was on the agenda for consultation.

6A. FY 2010 MAG Mid-Phase Public Input Opportunity

Jason Stephens, MAG Public Involvement Planner, provided the Regional Council with an update of MAG's transportation public involvement efforts for the Mid-Phase in FY 2010. He stated that MAG

has an adopted, four-phase public involvement process for transportation planning and programming in the region: the Early Phase, which generally occurs in Early Fall; Mid-Phase, which is the current phase; the Final Phase, which will occur in late summer; and continuous involvement, in which MAG provides input opportunities throughout the year.

Mr. Stephens reported that MAG provided and participated in a number of events during FY 2010. He stated that MAG staff provided presentations, hosted booths, gathered input and distributed information to event goers, and partnered with ADOT, Valley Metro, METRO and the City of Phoenix public transit department. Mr. Stephens stated that the Mid-Phase culminated in a public hearing on March 19, 2010. He said that MAG retained a court reporter who took down comments verbatim. These comments, which received formal staff responses, are part of the Mid-Phase Report. Mr. Stephens displayed a list of the comments and questions received, which were predominately transit focused. He noted that this item was on the agenda for information and discussion.

Chair Neely thanked Mr. Stephens for his report. No questions from the Council were noted.

6B. Approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an Air Quality Conformity Analysis

Roger Herzog, MAG Senior Project Manager, reported that the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that MAG have an approved five year Transportation Improvement Program (TIP), which is a guide to transportation investments within the region. Mr. Herzog stated that the TIP includes all federally funded projects, all regionally significant projects (regardless of funding source), provides project detail (design concept and scope) to permit air quality analysis, and is updated at least every four years. He remarked that local projects like residential streets are not in the MAG TIP.

Mr. Herzog stated that the FY 2011-2015 MAG TIP includes more than 1,000 projects. He reported that funding for these projects total approximately \$6.9 billion and includes a variety of federal, state, regional, and local funding sources. Mr. Herzog stated that street and highway projects represent the largest allocation of funding: approximately \$5.6 billion. He said that transit projects total about \$1.3 billion, and he noted that transit operating costs were not represented in this amount.

Mr. Herzog noted that two projects (HOV lanes on Loop 101 and HOV lanes on Loop 202) were approved by the MAG Regional Council in January in anticipation of additional stimulus funding being received, which has so far, not been forthcoming. He reported that other funding was identified in February as being available for the Loop 202 project in 2010 and now other funding for the HOV project on Loop 101 is also available and it similarly can proceed in FY 2010. Mr. Herzog noted that the projects will not be listed in the FY 2011-2015 TIP because they will be going forward in FY 2010.

Mr. Smith clarified that both projects were run through a conformity analysis because additional stimulus funds were anticipated. Because there were no additional stimulus funds, staff found that the southeast valley route could be done in the existing TIP and the northwest project could be done in the new TIP. He said that what Mr. Herzog was saying is that both projects could now be done in the current TIP.

Mayor Dunn asked in terms of design, if the numbers were the same, and include not only the HOV lanes but also the lanes and intersections to connect to Loop 101 and I-10. Mr. Herzog replied that was correct. Mayor Dunn asked when the project would begin. Mr. Herzog replied that the process is going forward right now, and is a design build project.

Chair Neely commented that these two projects were approved because additional stimulus funds were expected and projects needed to be ready to proceed to utilize the stimulus funds. She said that no stimulus funds were provided by Congress, but there are now other funds available for these projects. Chair Neely asked what projects would be ready if additional stimulus funds came to MAG. Eric Anderson, MAG Transportation Director, replied that they do not know what will happen with Congress or stimulus funds. He explained that these two projects are ready to go right now and cash flow was identified that could be used toward the projects. Mr. Anderson stated that with the Loop 101 HOV project, ADOT closed out some right of way on a section of Loop 303 and I-17 and \$60 million was rolled back into the program. He added that the projects would be eligible for stimulus funds if the funds became available in the next 90 days or so. In addition, there are Loop 303 projects that are federally eligible and could utilize stimulus funds. Mr. Anderson commented that with the economic situation, they felt it would be beneficial to get these projects out the door.

Chair Neely stated that MAG received direction from ADOT to identify projects that could move quickly. She said that she wanted to ensure that there were projects that could move quickly if additional funding became available. Mr. Anderson replied that if additional stimulus funds are received, MAG has projects ready to proceed in 90 days. He said that they anticipated action on another round of stimulus funds by the Senate by the end of January, but things did not go as planned – the health care bill was taken up and the Jobs for Main Street bill is dead in the Senate.

Chair Neely noted that these two projects provide equality between the east and west valleys.

Mr. Herzog reviewed the FY 2011-2015 TIP schedule: draft listing of projects (March); Mid-Phase public hearing (March); Transportation Review Committee recommendation (March); Management Committee recommendation (April); Transportation Policy Committee recommendation (April); Regional Council approval (April); Conformity Analysis conducted (May); Final Phase public hearing (June); and TIP consideration for adoption (July).

Chair Neely thanked Mr. Herzog for his report. She noted that no public comment cards had been received.

Mayor Hallman moved approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an air quality conformity analysis. Mr. Arnett seconded, and the motion passed unanimously.

6C. Approval of the Draft MAG Regional Transportation Plan - 2010 Update for an Air Quality Conformity Analysis

Mr. Herzog then continued with the next agenda item, which was to consider a recommendation to approve the draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity

analysis. He said that the Update includes major modes and other transportation programs. Mr. Herzog stated that major update factors include extending the plan through FY 2031, the reduction in revenue brought about by the recession, and revisions to modal programs.

Mr. Herzog stated that the planning period for the RTP 2010 Update extends the planning period from FY 2011 through FY 2031 to meet the federal requirement of at least 20 years. He said the RTP generally has been divided into five-year phases: Phase I, FY 2006 through FY 2010 (what has been accomplished); Phase II is FY 2011 through FY 2015; Phase III is FY 2016 through FY 2020; Phase IV is FY 2021 through FY 2025; and Phase V is FY 2026 through FY 2031.

Mr. Herzog stated that a variety of financial resources are devoted to implementing the RTP. He indicated that major sources include federal, state and countywide revenues dedicated to the MAG region. Mr. Herzog explained that a total of \$58.8 billion in funding was reported in the RTP and listed in year-of-expenditure dollars. Mr. Herzog reported \$29.3 billion in local/other funds and \$29.5 billion in regional funds had been identified in the RTP. He explained that regional funds comprised MAG federal highway funds (\$3 billion), MAG federal transit funds (\$3.1 billion), half-cent sales tax funds (\$15.7 billion), and ADOT funds (\$7.6 billion). Mr. Herzog displayed a chart of the lower revenue projections for the 2010 Update and noted that the half cent sales tax forecast has decreased by approximately 25 percent and ADOT funds by about 12 percent from the 2007 Update.

Mr. Herzog discussed the major modal programs addressed in the RTP. He reported that revisions to the highway/freeway, arterial, and transit life cycle programs had been required due to lower revenue projections. He stated the adjustments to the life cycle programs were discussed extensively and conducted cooperatively between MAG, METRO, RPTA and the regional member agencies. He announced that currently all life cycle programs were fiscally balanced. Mr. Herzog displayed a series of maps indicating the phasing of projects in the life cycle programs. Mr. Herzog noted that three freeway projects (I-10/Loop 101-HOV ramps, I-17/Loop 101-HOV ramps, and I-10/SR-51 to 32nd Street local/express lanes) and two bus routes (Litchfield Road Supergrid and Chandler Boulevard LINK), were moved into the illustrative projects category. In addition, he stated that leading up to Regional Council consideration of the RTP for a conformity analysis, the freeway cost/revenue cash flow was analyzed and there were some adjustments to project phases to meet cash flow requirements, with no effects on overall corridor priorities. He noted that these adjustments were reflected in the material provided at the beginning of the meeting. Mr. Herzog indicated that the approval schedule for the 2010 Update follows the same schedule as that for the TIP.

Mr. Herzog stated the item was on the agenda for action to recommend approval of the Draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity analysis.

Chair Neely thanked Mr. Herzog for his report. She noted that no public comment cards had been received. Chair Neely asked members if they had questions.

Mayor Cavanaugh asked if that agreement to move from a 20 year to a 25 year plan. Mr. Herzog replied that Mayor Cavanaugh was correct; the Plan was being extended through 2031. He added that having a 20-year planning horizon for a long range plan is a federal requirement and this adds five years to the original Proposition 400 package.

With no further discussion, Mayor Hallman moved approval of the Draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity analysis. Councilmember Esser seconded, and the motion passed unanimously.

7. Interstate 11 Proposal Update

Bob Hazlett, MAG Senior Engineer, provided a report on the potential Interstate 11 that could connect Phoenix to Las Vegas. Mr. Hazlett noted that this is a long range effort, and is outside the Regional Transportation Plan. He noted that current planning efforts focus on the Regional Transportation Plan (RTP) and the projects funded by Proposition 400. Mr. Hazlett stated that the Interstate 11 corridor has not received a designation as an interstate from Congress, and no funding is available for the highway.

Mr. Hazlett discussed freight movements. He stated that he went around the state while he was the project manager for the Statewide Mobility Reconnaissance Study in 2007 and 2008. He noted that the movement of freight and goods was on everyone's mind. Mr. Hazlett noted that one-third of the nation's freight passes through Arizona, which makes it a strategic and important location for moving freight. He pointed out freight routes and said that they tie in to the ports in Mexico. Mr. Hazlett commented that freight and goods movement is the future of the country and is expected to increase as the population grows.

Mr. Hazlett stated that freight is highways, railroads, and waterways. He stated that Arizona has a lot of through freight, Colorado has a lesser amount, and California and Texas have virtually none, which all goes back to the ports and how they are able to ship goods. Mr. Hazlett displayed a chart that showed the rankings of ports in the world and United States. He noted that the Los Angeles/Long Beach port is fifth largest in the world and first in the United States. Mr. Hazlett added that ports in the east do not ship as many goods because they have problems with dredging. He stated that the Long Beach port is almost at capacity and this has led to discussion of a port at Punta Colonet, which when it opens is expected to handle one million TEU containers and is projected to handle six million TEU containers.

Mr. Hazlett stated that if the Punta Colonet port connected through Phoenix, one day could be saved in shipping time from China to the West Coast. He said that Arizona is unique due to its location by Punta Colonet and Guaymas and is nearby two class one railroads – the Union Pacific and the Burlington Northern Santa Fe – to make the ports viable. Mr. Hazlett commented that this makes Phoenix ideal. He stated that the Hassayampa Framework Study recommended another rail corridor be established, and when Interstate 11 is added, a greater ability for freight movements becomes evident and means more jobs and economic security for Arizona.

Mr. Hazlett stated that in 2008, the Regional Council accepted the Hassayampa Framework Study. He said that the Study identified an opportunity to connect the Union Pacific line to the BNSF line in the Hassayampa Valley. Mr. Hazlett stated that this corridor generally follows the Hassayampa freeway corridor and could potentially link these two class one railroads together.

Mr. Smith stated there is the potential for the donation of right of way if Interstate 11 becomes designated before land prices rise.

Mayor Hallman stated that this is a prime example of why we need a change in vocabulary. He remarked that these corridors should be called multi use corridors; they are not just for moving freight, they also provide the opportunity for high speed rail and commuter rail. Mayor Hallman encouraged leveraging each as a corridor that could provide all of the solutions in the future and there will not be a fight to regain one capacity or another in a corridor.

Mr. Hazlett said that the Hassayampa Framework Study identified surface transportation and rail as modes along the Hassayampa corridor. He added that a number of people in the development community would like to advance this corridor as soon as possible especially with low land prices.

Mayor Hallman stated that CANAMEX in the early 1990s contemplated corridors as multi use.

Mr. Smith stated that another resource is the public private partnership law. He said that for the Wellton branch, there is a potential for the donation of right of way in the Hassayampa corridor, and perhaps could be put together in a package.

Mayor Hallman commented that the former rail corridor to Chandler could be brought forward and discussed with the Gila River Indian Community.

Mayor Cavanaugh asked the condition of the rail in the Hassayampa corridor. Mr. Hazlett replied that currently, rail does not exist on that corridor. He explained that this was identified to be part of the Hassayampa freeway corridor connection from Wickenburg to the Palo Verde area. Mr. Hazlett continued that the Wellton branch that is actually the Union Pacific rail line goes to Palo Verde, which is its end of line. He reported that the Palo Verde to Wellton line has been out of commission for a number of years, and he understood that the Commerce Commission said they could reactivate it, but the Union Pacific company indicated it would cost a lot of money due to the flooding that washed out part of the track in the 1980s.

Mayor Cavanaugh recalled a briefing a number of years ago regarding a connection of the Union Pacific and the BNSF. Mr. Hazlett replied that there was discussion that the 303 corridor would have that connection, but did not progress. He stated that you would have to go downtown and back out again to make that connection.

Mayor Hallman departed the Regional Council meeting for another meeting.

Mr. Hazlett stated that when the interstate system was formed in 1956, the region that included Phoenix, Tucson, Las Vegas and Reno represented 700,000 people, and today represents about eight million. He stated that new corridors have been added, but mostly in the eastern United States, and recently through TEA-21 and SAFETEA-LU legislation. Mr. Hazlett said that most new interstates have been designated to support goods movement, and among them is the largest route, I-69, from Indiana to Laredo, Texas. Mr. Hazlett stated that no new interstates have been established recently in the West. Mr. Hazlett noted how the Interstate 11 would be a natural fit for goods movement in the area.

Mr. Hazlett then addressed if Interstate 11 was constructed and the remaining issues between the MAG region and Las Vegas for such a highway. He said that the Boulder City Bypass has received

environmental clearance, US-93 is being widened to a four-lane and potentially to an interstate facility, and the bridge over Hoover Dam will be complete in December 2010, all key components for an Interstate 11 route. Mr. Hazlett stated that the extension into Phoenix metro area still would need to be determined, and this is where the region's Hassayampa and Hidden Valley framework studies, accepted by the Regional Council, would be useful. He said that some have suggested that the Hassayampa freeway might be the logical route.

Mr. Hazlett stated that an Interstate 11 coalition of public and private sector representatives, called CAN-DO, chaired by Mary Peters, has been working with the offices of Senator Barbara Boxer and Senator Imhoff to move toward a designation as an Interstate. He added that some of this work will be continued in the proposed Freight Framework Study if it is approved in the FY 2011 MAG Work Program.

Chair Neely thanked Mr. Hazlett for his presentation and asked members if they had questions.

Mayor Lewis asked if the designation of Interstate 11 is the critical starting point. Mr. Hazlett replied that was correct. He said that CAN-DO is working toward the interstate designation, and once the designation is in place, future reauthorizations would put Interstate 11 in a good position to receive funding.

Mayor Lewis asked if the Freight Framework Study would be an essential component for Interstate 11 receiving designation. Mr. Hazlett replied that an interstate designation requires an act of Congress. He said that CAN-DO is working with Senator Kyl's office and the aforementioned senators' offices on moving forward the designation and identifying this corridor as a high priority for the nation. Mr. Hazlett stated that I-69 from Laredo, Texas, to Indianapolis, Indiana, was designated without funding, but it was positioned for funding when TEA-21 and SAFETEA-LU came along.

Mayor Lewis asked if the Regional Council could provide any assistance. Mr. Smith suggested that members have contact with the Congressional delegation. He noted that these are important freight connections and there is talk that freight and freight corridors will be important elements of reauthorization. Mr. Smith stated that this is about diversifying the economy and the job base in this region needs to change to be successful. He stated that Mr. Hazlett participated in a videoconference at Carson City, Nevada, and they are very interested in his work.

Mayor Lewis asked if Senator Kyl should be the primary contact. Mr. Hazlett replied that CAN-DO has been working with Senator Kyl and the other Arizona congressional leaders, and he believed they are aware of the benefits of Interstate 11.

Chair Neely stated that CAN-DO is also working with Senator Reid.

Mr. Smith stated that there is concern for earmarks, but this is a designation of a route, not an earmark, and has no funding attached.

Mayor Cavanaugh asked when the last interstate was designated. Mr. Hazlett replied that the last interstate designations were I-14 in the south as a reliever to I-20, and the interstate from Augusta to

Knoxville, both designated in the 1990s. Mayor Cavanaugh commented that designations were not a common occurrence. Mr. Hazlett replied that was correct.

Mr. Arnett asked if there had been conversations about routes going in and out of Tucson and if so, why the routes were not on the maps. Mr. Hazlett replied that the statewide framework shows a corridor that extends from Casa Grande to Sahuarita around I-19 and rejoins to I-10. He said that continuing I-11 to Tucson is a possibility and nothing says it has to end in this region. Mr. Hazlett added that there was even discussion about continuing Interstate 11 to New Mexico and adding further relief to I-10. Mr. Arnett asked if discussions were taking place with Tucson regarding other routes. Mr. Hazlett replied yes.

Mr. Smith referenced a presentation given at the JPAC meeting by the Arizona Mexico Commission regarding its work with ADOT on ports of entry. He indicated that the presentation included a prediction that traffic from Mexico coming up toward Tucson would increase four-fold. Mr. Smith advised that there is only one corridor to handle this traffic and only one freeway in Tucson, which already has issues.

Mr. Arnett indicated that he was not aware of ADOT's plans, but would take a look at them.

Mr. Zubia stated that he felt that funding will be a critical element to moving their ideas forward. He said that congress is considering mode neutral funding.

Chair Neely requested that additional comments could be provided to Mr. Smith or Mr. Hazlett.

9. Exceptional Events and Data Collection in the Vicinity of the West 43rd Avenue Monitor

This agenda item was taken out of order.

Lindy Bauer, MAG Environmental Division Director, reported that the Environmental Protection Agency (EPA) has been reviewing the Arizona Department of Environmental Quality (ADEQ) exceptional events documentation and has questioned four high wind exceedances that occurred at the West 43rd Avenue monitor in 2008. She noted that exceptional events are circumstances beyond our control, such as dust storms, high winds, and fires. Ms. Bauer advised that if EPA does not concur with the exceptional events, these four exceedances would count as a violation at the West 43rd Avenue monitor and the region would not have its first year of clean data at the monitors. Ms. Bauer remarked that the consultant (Sierra Research) and MAG staff have been providing support to ADEQ regarding the exceptional events documentation.

Ms. Bauer stated that MAG submitted the Five Percent Plan for PM-10 to the EPA two years ago. She explained that a five percent reduction per year was required until the standard was attained. Ms. Bauer noted that clean data at the monitors for 2008, 2009 and 2010 were needed for EPA to say the standard was attained. Ms. Bauer advised that EPA still has not taken action on the Plan, which they were supposed to do by June 30, 2009. She said that the Center for Law in the Public Interest filed a lawsuit in December 2009 that asked the court to force the EPA to take action. Ms. Bauer added that EPA is currently in negotiations with the Center and the timeline is uncertain. She informed the Committee that

the WildEarth Guardians recently filed a notice of intent to file a lawsuit against EPA for the same reasons as the Center.

Ms. Bauer stated that any EPA disapproval of the Plan, whole or in part, could trigger sanctions: the loss of federal funds, a federal implementation plan, tighter controls of industry, and puts the \$7 billion MAG TIP at risk for a conformity lapse.

Ms. Bauer stated that MAG closely tracks the monitoring data and ADEQ assured MAG it was in great shape because of the exceptional events. Ms. Bauer added that there have been no exceedances at the monitors in 2010. She explained that EPA's concern about the four exceedance days centers around the concentrations at the West 43rd Avenue monitor that are higher than the concentration at two other nearby monitors that are downwind.

Ms. Bauer then addressed the work done to prove to EPA these are exceptional events. She said MAG staff believe that surface roughness is a major contributing factor and she displayed a map that represented the winds coming from the west and southwest direction to the West 43rd Avenue monitor, which is the point where all the wind lines converge on the map. She said that on high wind days the winds travel over very smooth terrain, picking up dust particles. The winds then hit the West 43rd Avenue monitor at high speed – lots of dust and lots of concentration. When the winds are past the West 43rd Avenue monitor, they encounter the urbanized area that contains buildings, which slow down the wind, the particles drop out, and by the time they reach the other two monitors downwind the concentrations are lower.

Ms. Bauer then displayed the next map that showed the friction velocity, which is the wind speed at which dust particles become airborne. She advised that wind at only 13 miles per hour in a river terrain can pick up dust, and they feel this is a very important factor.

Ms. Bauer stated that they next had to prove to the EPA that the high winds were unusual for this area. She indicated that they plotted wind speeds and PM-10 concentrations and found that when the wind increases so do the PM-10 concentrations. She said that the next step was to prove historically that the high winds were unusual. The consultant analyzed 1,078 wind observations and found that the winds at the West 43rd Avenue monitor were in the 99.7 percentile, which are unusually high winds. Ms. Bauer stated that staff feel that these factors are strong support that these are exceptional events.

Ms. Bauer stated that MAG is undertaking data collection in the vicinity of the West 43rd Avenue monitor. She explained that this is a cooperative effort with ADEQ, ASU, EPA, and the Maricopa County Air Quality Department. Ms. Bauer stated that the study will identify sources contributing to elevated PM-10 levels at the West 43rd Avenue monitor under windy conditions, including nearby sources, unique soil conditions, and transport from outside the area. Ms. Bauer expressed that staff think that the study will also assist with future exceptional events documentation.

Ms. Bauer stated that the study will include five temporary monitors, aerosol samplers that collect data quickly, digital cameras, and a soil sampling component. She pointed out the locations of the five temporary monitors, the West 43rd Avenue monitor, and the back wind trajectories on a map. Ms. Bauer noted that the study will look at the concentrations in between the temporary monitors. They

should be able to determine the cause of the increases by the completion of the study anticipated that is anticipated in July 2010.

Ms. Bauer stated that the City of Phoenix Rio Salado Oeste Environmental Restoration project holds a lot of promise as a permanent long-term solution for stabilization of the Salt River area where the West 43rd Avenue monitor is located. She described the Rio Salado project as a 1,400 acre, environmental restoration project that includes flood control improvements and wildlife habitat. Ms. Bauer stated that the City received the 404 permit in December 2009, and the City is seeking funding for the project. She showed a map of the project and noted that the West 43rd Avenue monitor is close to where they will be digging the low flow channel to reach the water. When completed it holds a great deal of promise.

Chair Neely expressed that she was enthusiastic about the Rio Salado Oeste Environmental Restoration project and she felt that this was a move in the right direction. She asked members if they had any questions.

Mayor Cavanaugh asked if the EPA had a reason for not taking action on the Plan and if there was a timeline to expect action. Ms. Bauer replied that historically, the EPA is very slow to take action due to lawsuits that begin when it does take action. She added that there is no timeline; the EPA indicated that negotiations with the Arizona Center for Law in the Public Interest are ongoing, but are confidential.

8. Additional Information on the Transit Framework Study

Kevin Wallace, MAG Transit Planning Project Manager, stated that the MAG Regional Council accepted the Regional Transit Framework Study on March 31, 2010. He said that at the meeting, members requested additional information on the financial implications of the recent elimination of the Local Transportation Assistance Fund (LTAF) program and whether the peer regions evaluated as part of the study process have regional funding sources that expire after a set period of time.

Mr. Wallace stated that in March 2010 LTAF was repealed permanently by the Legislature. He explained that LTAF consists of two pots of money: LTAF, which represented \$23 million statewide, of which the FY 2010 distribution was to have been more than \$12 million to MAG region, and LTAF II, of which the FY 2010 distribution was to have been \$5.5 million to MAG region. Mr. Wallace stated that LTAF II was capped statewide at \$18 million annually, of which \$10.7 million would be distributed to the MAG region and could grow larger.

Mr. Wallace stated that the Regional Transit Framework base scenario represented \$14 billion in transit investments and the three scenarios for additional services ranged from \$2 billion to \$21.5 billion. He explained that the impacts of the reduction in LTAF revenue (\$400 million), the public transportation fund (\$1.1 billion), and local funding to 2030.

Mr. Wallace then addressed the regional funding sources of the peer regions. He said that each region has a unique set of funding mechanisms; several regions have perpetual funding sources for transit operations and some regions have very long durations for tax measures, for example, Atlanta to 2047 and San Diego to 2048. Mr. Wallace stated that in contrast, Propositions 300 and 400 in the MAG region were structured to sunset after 20 years. He reported that Dallas, Denver, Salt Lake City, and

Seattle have perpetual tax measures for transit operations, and when Seattle's construction is completed the sales tax continues to fund ongoing operating expenses.

Mr. Wallace stated that the next step in the Transit Framework Study could be to establish a Regional Transit Foundation to examine policy issues, evaluate the funding implications of revenue shortfalls, consider long-term implications of regional funding sources for transit operating costs after the construction program has been completed.

Chair Neely thanked Mr. Wallace for his report. No questions from the Council were noted.

10. Nominating Committee

Each April, the Chair of the Regional Council appoints a five-member Nominating Committee from the Regional Council. According to the Nominating Process, revised by the Regional Council in April 2002, the Nominating Committee develops a slate of seven candidates. These candidates include a Chair, Vice Chair, Treasurer, the Past Chair, and three members at-large. If the Past Chair is not a current member of the Council, the Nominating Committee nominates an additional at-large member. The past Chair of the Regional Council, if still a current member, serves as Chair of the Nominating Committee. The Nominating Committee is required to provide a balanced slate of officers. The slate of nominations is forwarded to all of the Regional Council members at least two weeks prior to the annual meeting in June. A report on the members of the Nominating Committee will be provided at the Regional Council meeting.

Chair Neely noted that a memorandum regarding the appointment of the members of the Nominating Committee was at each place. She expressed her appreciation to those who have agreed to serve on the Nominating Committee. Chair Neely stated that members of the Nominating Committee include Mayor James Cavanaugh as Chair; Mayor Jackie Meck, Town of Buckeye; Councilmember Dick Esser, Town of Cave Creek; Mayor John Lewis, Town of Gilbert; and Mayor Elaine Scruggs, City of Glendale. She requested that those interesting in serving on the Executive Committee to contact Mayor Cavanaugh or one of the Committee members.

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

Becky Kimbrough, MAG Fiscal Services Manager, stated that the development of the MAG Unified Planning Work Program and Annual Budget begins in January of each year. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. She advised that due to the uncertainty of economic conditions, the MAG Dues and Assessments were reduced by fifty percent in FY 2010, and staff is proposing to continue with the overall reduction in FY 2011.

Ms. Kimbrough said that building improvements were included to address MAG's office space needs in place of the regional office center project that was deferred. Ms. Kimbrough stated that MAG is requesting additional staff positions for FY 2011: four positions related to the growing needs in database and modeling work, a manager for the Regional Community Network Program for the last four months of the fiscal year, and a meeting room support position at mid-year for the second floor, which is based on the timing of the floor renovation.

Ms. Kimbrough stated that at the January 19, 2010, Regional Council Executive Committee meeting, staff was directed to initiate a compensation study and report back on the results in 60 days. She said that an independent compensation study was performed by Public Sector Personnel Consultants and presented to the MAG Executive Committee at the March 10, 2010, meeting. Ms. Kimbrough reported that the study found that 50 percent of MAG salaries studied trailed the market and one of the recommendations was for MAG to make adjustments to better align MAG's salaries, especially for critical MAG staff positions. Ms. Kimbrough stated that the MAG Executive Committee also requested a recommendation from the Executive Director regarding the proposed budget for salaries for FY 2011, and in response, the Executive Director recommended that a five percent increase be included for FY 2011 budgeted salaries and that any increases to individual MAG salaries be performance based. She indicated that the draft budget for FY 2011 reflects a proposed five percent increase in staff salaries, and added that the critical staff who received adjustments are not included in the proposed increase.

Ms. Kimbrough stated that the Federal Highway Administration paid one-half of the costs for the Census 2010 media buys.

Ms. Kimbrough noted that the Specifications and Details Committee informed MAG that each agency purchases a subscription to the American Society for Testing Materials for a construction standards database. She reported that MAG's intent is to include \$30,000 in the FY 2011 Work Program to purchase this subscription that member agencies will be able to access and that they will not have to purchase individual subscriptions.

Ms. Kimbrough stated that the Intermodal Planning Group meeting scheduled for April 29, 2010, is a review of the draft FY 2011 MAG budget by federal and state agencies and other related parties. She advised that comments from this meeting will be presented to the MAG committees in May.

12. Legislative Update

Patty Camacho, MAG Senior Policy Planner, provided an update on legislative issues of interest. She first addressed federal legislation by saying that the Local Jobs for America Act (House Resolution 4812) was developed by mayors, county officials and others throughout the country to provide \$75 billion over two years to local communities to hold off planned cuts or to hire back workers for local services who have been laid off because of tight budgets. Ms. Camacho stated that it also includes another \$25 billion to support a quarter of a million jobs in education, local law enforcement jobs and to hire or retain fire fighters. She reported that Representative George Miller of California sponsored the legislation and the bill is currently in the Education and Labor Committee, which he chairs.

Ms. Camacho stated that the Local Jobs for America Act funds would be distributed by the U.S. Department of Labor, with 30 percent going to states for distribution to smaller communities and 70 percent going directly to localities with at least 50,000 population. She indicated that the Department of Labor would allocate funds under a formula based on the weighting of population to ensure that more low-income communities and those facing higher unemployment are helped directly. Ms. Camacho reported that due to state and local governments fiscal issues, up to 50 percent of the funds could be used to retain workers in jobs that would otherwise be eliminated due to budget cuts. She stated that the bill

would not only help protect these jobs, but it would allow local governments to maintain and expand some services.

Ms. Camacho then reported on state legislation. She stated that the Regional Public Transportation Authority legislation, which was originally Senate Bill (SB) 1416, needed a “strike everything” bill due to the timing of the legislative process. Ms. Camacho stated that Representative Biggs agreed to sponsor the bill and place it as a strike everything amendment to Senate Bill 1063, the bison legislation. Ms. Camacho stated that the House Transportation and Infrastructure Committee unanimously passed the bill on April 8, 2010. She said that it was noted at the Committee meeting that the strike everything amendment did not reflect the modifications to SB 1416 that were mutually agreed upon by the working group consisting of MAG, RPTA, METRO and the City of Phoenix Public Transit Department. Ms. Camacho stated that in passing the strike everything amendment, it was noted by the Committee that a floor amendment would be prepared to make the necessary corrections. She advised that the corrections have been made and engrossed in the bill which passed the House and Senate and is now awaiting signature by the Governor.

Mr. Smith continued the report by saying that 15 major metro areas in the nation developed Transportation Reauthorization Principles in regard to how they would like reauthorization structured. Mr. Smith noted that a copy of the proposed principles was at each place: 1. Provide sufficient resources to meet the nation's transportation infrastructure needs, including significant new resources focused on improving mobility in the nation's metropolitan regions. The federal program should incentivize states and regions to raise and spend funds locally through a wide menu of options, including the ability to toll existing facilities and through public-private partnerships. 2. Create a vision for a federal role in transportation that includes a national freight policy with dedicated funding and corridors of national significance. 3. Reduce the number of program categories and make funding programs mode-neutral in order to provide maximum flexibility in solving regional problems. 4. Streamline the project development and delivery processes by building on the MPO planning process and creating direct links to NEPA and project development. 5. In major metropolitan areas, transportation plans should be developed in the context of comprehensive regional plans that include land use, housing, economic development, natural resources, energy and climate change, and promote livable communities. 6. Create a Metropolitan Mobility Program with funds that are in addition to existing funding programs. MPOs should have programming authority for these funds that would be allocated to large metropolitan areas. 7. Large MPOs shall also develop plans and programs for the newly established Freight Improvement Program, and Projects of National Significance. These funds should also be in addition to existing funding programs.

Mr. Smith stated the 15 major metro areas group is requesting agencies to support the principles and send a logo which will be applied to a letter they will send to the congressional leaders. He indicated that MAG staff reviewed the principles and they appear to be in line, with the exception of the section on tolling existing facilities under item #1, which is prohibited by Arizona state law. Mr. Smith added that Arizona law allows tolling on an existing facility only if it is being improved. Mr. Smith stated that they are requesting that MAG support the principles and provide a letter of support and the MAG logo. He stated that staff recommends approval.

Mr. Zubia moved approval and Mr. Arnett seconded. The motion passed unanimously.

13. 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.

Mayor Lewis stated that he was interested in receiving additional information on Amtrak service.

Councilmember Wolcott requested clarification of the role of RPTA now that MAG has adopted the transit agreement.

Mr. Smith advised that according to the MAG Committee Operating Policies and Procedures, requests for future agenda items at a Regional Council meeting will be considered by the Executive Committee for further direction.

Chair Neely requested that staff could brief Councilmember Wolcott about the planning roles that changed in the meantime.

14. 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 from the Council were noted.

15. Adjournment

There being no further business, Mayor Cavanaugh moved to adjourn, Mayor Dunn seconded, and the meeting adjourned at 6:40 p.m.

Chair

Secretary

Project Status Report
Transportation Projects – MAG Region MAY 14, 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

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
MAY 14 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	\$27,635.1	\$27,635.1	\$27,635.1	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	\$13,994.1	\$13,994.1	\$13,994.1	05/27/09	✓	✓	✓	✓	6/19/09	5/31/2010	Admin Mod: Change project costs from \$13.4M to \$13.3M
DOT09-6C00R	060-B(201)	US 60: SR 303L - 99th Ave	Road Widening	ARRA	\$23,899.3	\$23,923.5	\$23,923.5	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	\$1,519.1	\$2,251.2		04/22/09	✓	✓	✓	✓			Regional cost includes \$652,890 in Toleson local ARRA funds. Bids open
DOT09-801	060-B(201)	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transportation Landscaping Enhancement	ARRA	\$212.8	\$212.8	\$212.8	04/22/09	✓	✓	✓	✓	11/20/09	12/31/2011	El Mirage local ARRA funds used for local costs in ADOT project
DOT07-332	060-B(200)	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	\$8,046.8	\$8,046.8	\$8,046.8	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	\$11,147.3	\$11,147.3	\$11,147.3	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	\$2,440.9	\$2,440.9	\$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	\$2,186.1	\$2,186.1		09/30/09	✓	✓	✓	✓	5/4/10		
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	\$3,395.0	\$3,395.0		09/30/09	✓	✓	✓	✓			Bids open 6/11/10
DOT10-816	017-A(211)	I-17: I-10 to Indian School	Southbound Roadway Improvements	ARRA	\$1,100.0	\$1,100.0		09/30/09	✓	✓	✓	✓			Bids open 5/20/10
DOT10-813	101-A(205)	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	ARRA	\$2,085.1	\$2,085.1		09/30/09	✓	✓	✓	✓	5/4/10		Bids open 4/9/10
DOT10-828	087-B(205)A	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	ARRA	\$18,500.0	\$18,500.0		09/30/09	✓	✓	✓	✓			Bids open 4/30/10

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MAY 14 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	\$1,600.0	\$1,600.0		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
					\$160,701.4	\$172,964.1	\$106,630.3								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MAY 14 2010

Project Information				Fund Type	Project Funding			Project Development Status						Comments	
TIP #	Federal ID	Project Location	Project Description		Federal - ARRA	Estimated Total	Construction Award Amount	Approval Date	Design	Environment	Obligate	Bid Open 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	\$1,499.1	4/22/09	✓	✓	✓	2/3/10	4/24/10		
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	\$1,681.9	4/22/09	✓	✓	✓	3/5/10	4/8/10		
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	N/A	4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	Combined with AVN09-801
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	\$1,118.9	4/22/09	✓	✓	✓	2/12/10	3/19/10		
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	N/A	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	\$440.8	4/22/09	11/12/09	✓	✓	3/12/10			Preliminary estimate based on low bid.
CVK09-807	CVK-0(201)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$614.8	\$614.8	\$491.4	5/27/09	✓	✓	✓	4/2/10			Preliminary estimate based on low bid.
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	\$4,370.0	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	\$2,313.0	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	\$566.8	4/22/09	✓	✓	✓	4/16/10			Preliminary estimate based on low bid.
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	\$1,746.7	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	N/A	N/A	N/A	N/A	N/A	N/A	Combined with GBD09-802
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	✓	✓	✓	4/23/10			
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	\$245.0	5/27/09	✓	✓	✓	4/2/10			Preliminary estimate based on low bid.
GRC09-801	GRI-0(200)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$561.3	\$561.3	\$492.7	4/22/09	✓	✓	✓	4/9/10			Preliminary estimate based on low bid.
GLB09-801	GLI-0(203)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	\$5,306.3	\$5,306.3	\$4,179.4	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	\$1,512.5	4/22/09	✓	✓	✓	4/23/10			

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MAY 14 2010

Project Information				Project Funding			Project Development Status						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Construction Award Amount	Approval Date	Design	Environment	Obligate	Bid Open Date		Award Date	Estimated Complete
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	\$250.7	4/22/09	✓	✓	✓	4/16/10			Preliminary estimate based on low bid.
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	✓	✓	✓	4/23/10			
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	✓	✓	✓	5/14/10			
GLN09-808	GLN-0(214)	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	\$358.4	\$358.4		4/22/09	✓	✓	✓	4/23/10			Bid Open Date
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, CMAAQ, & Local	\$1,850.0	\$5,407.4	\$3,024.0	4/22/09	✓	✓	✓	3/5/10			Preliminary estimate based on low bid.
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	\$623.5	4/22/09	✓	✓	✓	3/26/10	4/16/10		*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	\$548.1	4/22/09	✓	✓	✓	4/9/10			Preliminary estimate based on low bid.
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	\$455,905	4/22/09	✓	✓	✓	4/2/10			Preliminary estimate based on low bid.
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	✓	✓	✓	3/24/10	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	\$9,399,600	4/22/09	✓	✓	✓	2/18/10	3/24/10		
MES09-801R	MES-0(209)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	\$1,610.9	\$1,610.9	\$967.2	5/27/09	✓	✓	✓	3/11/10			
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	\$1,281.2	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	\$2,336.4	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	\$1,975.7	5/27/09	✓	✓	✓	2/3/10	3/22/10	Jun-10	

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MAY 14 2010

Project Information				Project Funding			Project Development Status						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Construction Award Amount	Approval Date	Design	Environment	Obligate	Bid Open Date		Award Date	Estimated Complete
Local Projects - Roadway															
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	\$3,476.4	5/27/09	✓	✓	✓	2/3/10	3/22/10	Nov-10	
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	✓	✓	✓	5/20/10			Bid Open Date
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	\$7,919.3	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	\$1,848.3	6/24/09	✓	✓	✓	3/12/10			Preliminary estimate based on low bid.
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	✓	✓	✓	10/27/09	11/18/09	Jul-10	
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	✓	✓	✓	1/26/10	3/3/10	Dec-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	✓	✓	✓	1/26/10	3/3/10	Dec-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	✓	✓	✓	1/26/10	3/3/10	Dec-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	✓	✓	✓	2/2/10	3/3/10	Dec-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	✓	✓	✓	2/2/10	3/3/10	Dec-10	
PHX09-806	PHX-0(231)	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	ARRA	\$2,250.0	\$2,250.0	\$1,397.4	4/22/09	✓	✓	✓	3/23/10	TBD	Dec-10	
PHX09-807	PHX-0(232)	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	ARRA	\$1,250.0	\$1,250.0	\$412.3	4/22/09	✓	✓	✓	2/9/10	TBD	Dec-10	
PHX09-808	PHX-0(236)	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	\$3,000.0	\$3,000.0		4/22/09	✓	✓	✓	3/23/10	TBD	Dec-10	
PHX09-809	PHX-0(234)	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	\$1,500.0	\$1,500.0	\$414.0	4/22/09	✓	✓	✓	3/9/10	TBD	Dec-10	
PHX09-810	PHX-0(233)	Citywide Corridors	Design & Procure/Install CCTV	ARRA	\$1,000.0	\$1,000.0		4/22/09	✓	✓	✓	4/27/10	TBD	Feb-11	
PHX09-811	PHX-0(235)	Citywide Corridors	Design & Procure/Install Wireless Communications	ARRA	\$500.0	\$500.0		4/22/09	✓	✓	✓	4/27/10	TBD	Feb-11	
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	N/A	4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MAY 14 2010

Project Information				Project Funding			Project Development Status						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Construction Award Amount	Approval Date	Design	Environment	Obligate	Bid Open Date		Award Date	Estimated Complete
Local Projects - Roadway															
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	\$816.6	4/22/09	✓	✓	✓	4/16/10			Preliminary estimate based on low bid.
SRP09-801	SRI-0(200)	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	\$653.9	\$653.9	\$663.2	5/27/09	✓	✓	✓	3/26/10	4/16/10		
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	\$2,807.3	4/22/09	✓	✓	✓	3/5/10			Preliminary estimate based on low bid.
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	\$2,083.1	4/22/09	✓	✓	✓	3/23/10*	4/22/10	Jan-10	Contract Award date April 22, 2010. Notice to proceed May 1, 2010.
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	\$321.1	4/22/09	✓	✓	✓	4/23/10			
					\$101,695.7	\$126,113.1									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MAY 14 2010

Project Information			Project Funding			Project Development Status						Comments	
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.
GLN10-807T	Citywide	Operating Assistance - Glendale	\$4.6			3/2/10	NA	NA	✓	NA			
GLN10-808T	Citywide	ADA Complimentary Assistance - Glendale	\$70.3			3/2/10	NA	NA	✓	NA			
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.
PEO10-803T	Citywide	ADA Complimentary Assistance - Peoria	\$0.7			3/2/10	NA	NA	✓	NA			
PHX08-704T	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	\$1,100.0	\$1,100.0		5/27/09		✓	✓	✓		Jun-12	Staff is reviewing a revised design scope of work and fee proposal from Premier Engineering.
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	Construction is in it's initial stage. Contractor is clearing the site and beginning excavation for underground utilities.
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	Comments on the revised scope of work by the Deputy Director were forwarded to EAS on March 18. A cost analysis on the proposal and a negotiation summary/memorandum will be prepared by EAS.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MAY 14 2010

Project Information			Project Funding			Project Development Status							Comments
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bit Opened	Award Date	Estimated Complete	
Local Projects - Transit Projects													
PHX09-838T	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	\$3,000.0	\$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	Contractor finished laying out underground utilities, concrete curbs and sidewalks, and is getting ready to grade site for aggregate base course placement.
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 by Trapeze was on site March 2 - 5, 2010 installing the BSM software and providing training on System Admin, field staff using laptop and GPS for adding and updating bus stops, and map updates. Issue list has been cr
PHX09-840T	Citywide	Bus Stop Improvements	\$4,321.2	\$4,321.2		3/25/09	✓	✓	✓	✓		Dec-11	Southwest Fabrication received the Notice to Proceed work on 2/22/10. SW is now repairing concrete transit pads and is manufacturing transit furniture. The first batch of new furniture is scheduled to be placed at sites by the end of April.
PHX10-804T	Citywide	Operating Assistance - Phoenix	\$870.7			3/2/10	NA	NA	✓	NA		Mar-10	
PHX10-805T	Citywide	ADA Complimentary Assistance - Phoenix	\$972.0			3/2/10	NA	NA	✓	NA		Mar-10	
PHX10-818T	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	\$5,000.0	\$5,000.0		3/25/09		✓	✓	ü		Jan-11	The construction plans were approved on March 16 after one review. The Statement of Readiness for Central Station has been approved by Budget & Research. Discussions are continuing on the revised CA services proposal from the consultant team. A draft RCA
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%.
SCT10-801T	Citywide	Operating Assistance - Scottsdale	\$20.4			3/2/10	NA	NA	✓	NA			
TMP09-806T	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	\$6,500.0	\$6,500.0		3/25/09	✓	✓	✓			Mar-11	Final Design Contract Awarded
TMP10-801T	Citywide	Operating Assistance - Tempe	\$331.0			3/2/10	NA	NA	✓	NA			

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MAY 14 2010

Project Information						Project Funding			Project Development Status						Comments	
TIP #	Federal ID	Project Location	Project Description	Length	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Advertise Date	Award Date		Estimated Complete
Local Projects - Transportation Enhancements																
CHN09-805	CHN-0(014)	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	n/a	TEA-ARRA	\$750,000	\$1,161,610		5/27/09	✓	✓	✓				
GLB04-303R	GIL-0(015)	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	n/a	TEA-ARRA	\$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	1	TEA-ARRA	\$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	0.05	TEA-ARRA	\$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	4.6	TEA-ARRA	\$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 Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	1.3	TEA-ARRA	\$750,000	\$1,509,375		6/24/09	✓	✓	✓	4/7/10	6/21/10	TBD	PH IIA auth; Adding PHIIV after 12-3 MAG TIP action
SCT09-703	SCT-0(200)	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	0.75	ARRA; TEA-ARRA	\$1,632,333	\$3,117,272	\$663,000	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	n/a	TEA-ARRA	\$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)	1	TEA-ARRA	\$750,000	\$1,400,000	\$2,505.7	5/27/09	✓	✓	✓	5/19/10			
						\$5,181,232	\$7,805,436									

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 18, 2010

SUBJECT:

Arterial Life Cycle Program Fiscal Year 2010 Regional Area Road Fund Closeout

SUMMARY:

The Arterial Life Cycle Program (ALCP) Regional Area Road Fund (RARF) Closeout process is outlined in the approved ALCP Policies and Procedures (Policies). This is the third year of the ALCP RARF Closeout process. The process was established to address the positive balance of funds for the current year in the ALCP RARF account. Each year there are projects scheduled for work in the current year that are deferred for a number of reasons leaving unexpended RARF funds in the account. The ALCP program allows local agencies to advance construct projects with their own funds to be reimbursed in a later year, which the Regional Transportation Plan (RTP) originally established. The ALCP RARF Closeout process evaluates both these two events to determine the possibility of reimbursing advanced completed projects earlier than scheduled.

The ALCP RARF Closeout process begins with a fiscal analysis of the ALCP and proposed ALCP RARF Closeout options. The ALCP RARF Closeout options are connected to eligible, advanced, completed projects; and the priorities established in the ALCP Policies and Procedures. The allocation of ALCP RARF Closeout funds is prioritized by: (1) projects scheduled for reimbursement in the next fiscal year, (2) all other projects according to the chronological order of the programmed reimbursement, (3) the date of the final project invoice, and (4) the date the ALCP Project Reimbursement Request was accepted by MAG staff.

An important part of the Closeout process is the financial analysis done by MAG to determine the impact of proposed ALCP RARF Closeout options. This is explained in the memorandum for this agenda item.

Section 260 of the Policies established RARF Closeout procedures, project eligibility, prioritization, and the allocation process of available closeout funds. A copy of this section of the ALCP Policies and Procedures is in the attachment for this agenda item.

PUBLIC INPUT:

No public comments were provided at the April 29, 2010, Transportation Review Committee or May 12, 2010, Management Committee meetings.

PROS & CONS:

PROS: Once the recommended projects are approved for reimbursements, \$23.995 million of ALCP RARF funds can be reimbursed in FY 2010. In addition, the ALCP RARF Closeout aids in the fiscal management of the life cycle program by recognizing available funds for eligible projects

CONS: If not approved, reimbursements will not be made and the balance of ALCP RARF funds in the account would remain the same.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will modify the ALCP for the advancement of reimbursements.

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

ACTION NEEDED:

Approval of advancing \$23.995 million in Arterial Life Cycle Program (ALCP) project reimbursements to 2010 for the fiscal year (FY) 2010 ALCP RARF Closeout, and amend the FY 2010 Arterial Life Cycle Program, the 2008-2012 Transportation Improvement Program, and Regional Transportation Plan 2007 Update, as necessary.

PRIOR COMMITTEE ACTIONS:

On May 12, 2010, the Management Committee voted to advance \$23.995 million in Arterial Life Cycle Program (ALCP) project reimbursements to 2010 for the fiscal year (FY) 2010 ALCP RARF Closeout, and amend the FY 2010 Arterial Life Cycle Program, the 2008-2012 Transportation Improvement Program, and Regional Transportation Plan 2007 Update, as necessary.

MEMBERS ATTENDING

- | | |
|--|--|
| Mark Pentz, Chandler, Chair | Darryl Crossman, Litchfield Park |
| Carl Swenson, Peoria, Vice Chair | Scott Butler for Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| Charlie McClendon, Avondale | Karen Peters for David Cavazos, Phoenix |
| David Johnson for Stephen Cleveland,
Buckeye | John Kross, Queen Creek |
| Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | Dave Richert, Scottsdale |
| Pat Dennis for B.J. Cornwall, El Mirage | Michael Celaya for Mark Corona, Surprise |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Jeff Kulaga for Charlie Meyer, Tempe |
| # Julie Ghatti for Rick Davis, Fountain Hills | * Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | # Gary Edwards, Wickenburg |
| * David White, Gila River Indian Community | # Mark Hannah for Lloyce Robinson,
Youngtown |
| Tami Ryall for Collin DeWitt, Gilbert | Steve Hull for John Halikowski, ADOT |
| Brent Stoddard for 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.

On April 29, 2010, the Transportation Review Committee voted to advance \$23.995 million in Arterial Life Cycle Program (ALCP) project reimbursements to 2010 for the fiscal year (FY) 2010 ALCP RARF Closeout, and amend the FY 2010 Arterial Life Cycle Program, the 2008-2012 Transportation Improvement Program, and Regional Transportation Plan 2007 Update, as necessary.

MEMBERS ATTENDING

- Peoria: David Moody
- * ADOT: Floyd Roehrich
- * Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer for Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- * Gilbert: 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: Rick Naimark
- Queen Creek: Troy White
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Bob Beckley
- # 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
- * TS Committee: Debbie Albert

- Bicycle/Pedestrian Committee: Peggy Rubach
- * Transportation Safety Committee: Kerry Wilcoxon

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

+ Attended by Videoconference

CONTACT PERSON:

Christina Hopes, (602) 254-6300.

May 18, 2010

TO: Members of MAG Regional Council

FROM: Christina Hopes, Transportation Planner II

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM - REGIONAL AREA ROAD FUND
FISCAL YEAR 2010 CLOSEOUT PROCESS

The *Arterial Life Cycle Program (ALCP) Policies and Procedures*, approved by the MAG Regional Council, established the ALCP Regional Area Road Fund (RARF) Closeout process, which includes a fiscal analysis of the ALCP and proposed RARF Closeout options. The ALCP RARF Closeout options are based on the priorities and project eligibility as established in Section 260 of the *ALCP Policies and Procedures (Policies)*. The allocation of ALCP RARF Closeout funds is prioritized by:

1. Projects scheduled for reimbursement in the next fiscal year.
2. All other projects according to the chronological order of the programmed reimbursement.
3. The fiscal year work was completed on the project.
4. The date of the project's final invoice.
5. The date the final Project Reimbursement Request was accepted by MAG staff.

BACKGROUND

On December 19, 2007, the MAG Regional Council approved the Section 260 of *Policies*, which established the RARF Closeout Process. The *Policies* detail the RARF Closeout procedures, project eligibility, and the allocation process of available closeout funds. Since then, MAG staff, in conjunction with the ALCP Working Group, have made additional refinements to the RARF Closeout procedures, which are documented in the current version of the *Policies* approved by the MAG Regional Council on December 9, 2009.

Before recommending project to be funded through RARF Closeout, MAG staff performed a detailed financial analysis to determine the impact of proposed ALCP RARF Closeout options. As part of the financial analysis, MAG staff reviewed:

- Eligible projects for the ALCP RARF Closeout
- The fiscal year (FY) 2010 programmed vs. actual project expenditures
- Historical trends in RARF revenue collection
- The FY 2010 and Draft FY 2011 ALCP bonding program
- The impact of the various Closeout reimbursement scenarios on the Draft FY 2011 life cycle budget and bonding program
- Programmed project expenditures for FY 2011 in the Draft FY 2011 ALCP

After reviewing the results of the financial analysis, MAG staff is recommending that six eligible projects be reimbursed in the FY 2010 ALCP RARF Closeout. The recommended projects include:

- Arizona Ave/Elliot Road Intersection Improvements for \$3.7 million
- Gilbert Road from SR-202L/Germann to Queen Creek Road for \$6.1 million
- Shea Boulevard at 90th/92nd/96th Streets for \$1.8 million
- Gilbert Road at University Drive for \$2.7 million
- El Mirage Road from Deer Valley Drive to L303 for \$9.37 million

Please refer to the attached table summarizing the list of eligible projects in chronological order of programmed reimbursements and completed fiscal year of work. A copy of Section 260 of the Arterial Life Cycle Program Policies and Procedures addressing RARF Closeout also is attached.

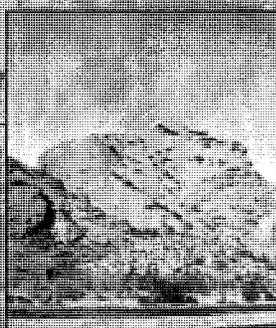
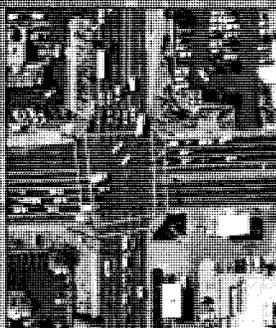
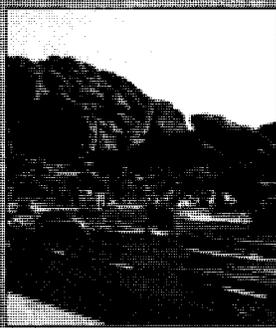
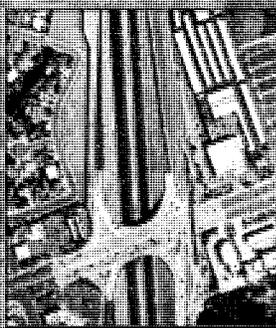
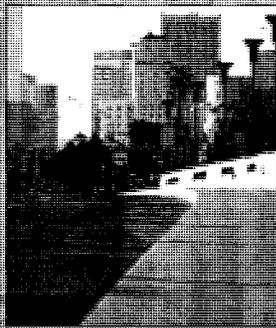
For any questions or comments, please contact Christina Hopes by phone at 602-254-6300 or by email at chopes@mag.maricopa.gov.

FY2010 Regional Area Road Fund (RARF) Closeout Eligible Projects

Eligible projects are in consecutive order based on the fiscal year the project is programmed for reimbursement and fiscal year for work.

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Fiscal Year for Work	Amount 2009\$ (millions)	Completed Project Requirements	Recommended for FY2010 Closeout
2013	All-ARZ-10-03	Chandler	Arizona Ave/Elliot Rd Intersection Improvements	2006	3.714	PO, PA, PRR	Yes
2015	ACI-GIL-10-03-A	Chandler	Gilbert Rd: SR-202L/Germann to Queen Creek Rd	2009	2.316	PO, PA, PRR	Yes
2016	ACI-GIL-10-03-A	Chandler	Gilbert Rd: SR-202L/Germann to Queen Creek Rd	2009	3.762	PO, PA, PRR	Yes
2016	All-GIL-10-03	Mesa	Gilbert Rd at University Dr*	2010	2.741	PO, PA	Yes
2017	ACI-SHA-20-03-A	Scottsdale	Shea Blvd at 90th/92nd/96th Streets*	2007	1.792	PO, PA, PRR	Yes
2017	ACI-ELM-10-03-C	Maricopa County	El Mirage Rd: Deer Valley Drive to L303	2009	0.548	PO, PA	Yes
2018	ACI-ELM-10-03-C	Maricopa County	El Mirage Rd: Deer Valley Drive to L303	2009	9.122	PO, PA	Yes
2021	ACI-GIL-10-03-A	Chandler	Gilbert Rd: SR-202L/Germann to Queen Creek Rd	2009	0.659	PO, PA, PRR	No
2024	ACI-HPV-20-03-A	Phoenix	Happy Valley: I-17 to 35th Ave	2005	5.136	PO, PA, PRR	No

LEGEND	
PA	Project Agreement
PO	Project Overview
PRR	Project Reimbursement Request
Reimb.	Reimbursement



ARTERIAL LIFE CYCLE PROGRAM (ALCP)

POLICIES AND PROCEDURES

December 9, 2009



- B. An administrative adjustment is needed when:
 - 1. Project expenditures for a Project work phase or a Project segment are lower than the estimate, causing the 70% regional reimbursement to be less than the amount programmed in the current ALCP.
 - 2. The remaining regional reimbursement funds may be moved within the original Project, to another work phase or a Project Segment that is programmed in that fiscal year or a later fiscal year.
- C. At that time, the ALCP and Project budgets will be adjusted to reflect the remaining Project funds.
- D. Administrative Adjustments may occur each fiscal quarter. Changes will be reported in the ALCP Status Report, and the ALCP will be reprinted.

SECTION 260: ALCP RARF CLOSEOUT

- A. Annually, MAG Staff will determine the availability of RARF funds to be used for the ALCP RARF Closeout.
 - 1. MAG Staff will demonstrate the fiscal constraint of the ALCP with proposed ALCP RARF Closeout options.
 - 2. A Project or Project segment in the ALCP may not be adversely impacted, delayed, reduced or removed as a result of the reimbursement of RARF funds in the Closeout process to another Project, portion or segment.
 - 3. Lead Agencies and other agency(ies)/jurisdiction(s) listed in a Project Agreement that receive RARF Closeout funds will not be liable to reimburse the RARF funds to the Program if a Program deficit occurs in the future.
- B. Lead Agencies should submit a RARF Closeout Notification to MAG per eligible project.
 - 1. MAG Staff will provide a RARF Closeout Notification Form on the MAG ALCP website.
- C. The ALCP RARF Closeout Process will begin at the April TRC and continue through the MAG Committee process in May, one month before the annual update of the ALCP.
 - 1. The ALCP Schedule published annually in the MAG Transportation Programming Guidebook will specify all deadlines pertaining to the ALCP RARF Closeout Process, including due dates to submit RARF Closeout Notification forms and ALCP Project Requirements.
 - 2. MAG Staff will notify the ALCP Working Group, in advance, if a change in the ALCP Project Schedule is required.
- D. To be considered as an eligible project for reimbursement with RARF Closeout funds:
 - 1. The Project or Project segment must be completed/closed out.
 - 2. The Lead Agency must completed the following Project Requirements:
 - a. Project Overview
 - b. Project Agreement, and
 - c. Project Reimbursement Request.
 - 3. All three requirements must be accepted by MAG Staff as complete.

- E. The determination and allocation of ALCP RARF Closeout funds for eligible completed projects will be made according to the following priorities (in sequential order):
 - 1. Projects scheduled for reimbursement in the next fiscal year;
 - 2. All other Projects according to the chronological order of the programmed reimbursements.
- F. If two or more eligible projects are programmed for reimbursement in the same fiscal year, the reimbursement of the eligible projects will be made according to the following additional priorities (in sequential order):
 - 1. The date of the Project's final invoice.
 - 2. The date the Project Reimbursement Request was accepted by MAG Staff.

SECTION 270: USE OF SURPLUS OR DEFICIT PROGRAM FUNDS

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 18, 2010

SUBJECT:

Fiscal Year 2010 MAG Highway Safety Improvement Program Projects

SUMMARY:

The Highway Safety Improvement Program (HSIP) is a new core program that was introduced through SAFETEA-LU, and specifically focused on improving road safety. The Federal Highway Administration (FHWA) division offices located in each state manage program implementation, review states' annual highway improvement program reports, and provide oversight of program funding.

The amount of HSIP funds allocated to each state is primarily based on three factors, each carrying equal weight: (1) the number of persons killed in crashes; (2) lane miles of roads; (3) vehicle-miles traveled. The Arizona Department of Transportation (ADOT) has decided to suballocate 20 percent of all HSIP funds the state receives each fiscal year to all Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) in the state based on a formula. Starting in fiscal year (FY) 2010, the MAG region will be receiving \$1 million in HSIP funds for programming projects that would meet the approval of FHWA and ADOT.

A large portion of the state's overall road safety problem exists in Maricopa County. Crash records for the last 10 years indicate that nearly 40 percent of all road deaths, and 66 percent of crashes with serious injuries in Arizona occur in Maricopa County. Within Maricopa County, nearly 80 percent of all road deaths and serious injuries occur on the arterial and local road system with only 20 percent on the freeway/expressway system.

On March 1, 2010, ADOT informed MAG that qualifying road safety projects for the \$1 million of HSIP funds allocated to the region must be submitted to ADOT by June 1, 2010, to accommodate the funds being expended in this fiscal year. This required that MAG approval of the selected projects must occur by the May 26, 2010, Regional Council meeting. Due to the short time available, ADOT has suggested that only projects with minimal environmental impact should be considered. The MAG Transportation Safety Committee, in consultation with FHWA and ADOT, developed a process for programming projects for the FY 2010 HSIP funding in an expedited manner.

On March 24, 2010, MAG issued a call for FY 2010 safety projects in the following categories:

- Category 1: Upgrading of existing Pedestrian WALK/DON'T WALK signals to Pedestrian Countdown Signals.**
- Category 2: Upgrading of existing 8-inch signal heads to 12-inch LED signal heads.**
- Category 3: Installation of additional 12-inch signal heads if existing traffic signal structure can accommodate (to comply with 2009 MUTCD) – this could also include conversion of signal heads at the intersection to LEDs.**

These types of safety improvement projects are eligible to be funded at 100 percent federal cost.

A total of 17 project applications from 10 member agencies were received, requesting a total of \$1,514,468. The City of Mesa withdrew one of their three project applications. The Transportation Safety Committee reviewed all project applications at a special committee meeting, held on April 20, 2010, and unanimously recommended the list of projects and the funding distribution shown in the attached table for inclusion in the FY 2010 Transportation Improvement Program (TIP) as an amendment.

In order to balance the funding requests for projects with available HSIP funds, the committee recommendation incorporated the following funding distribution criteria:

1. Each of the agencies that have submitted applications first receive the lesser of \$100,000 or the total funding request for all agency projects.
2. The remaining balance from the \$1 million HSIP funds were distributed among agencies that required further funds for their safety projects such that each agency received the same percentage of the outstanding balance.

The 16 safety projects have been grouped into 10 individual TIP projects, each to be carried out by the sponsoring agency. This grouping of projects by agency will be helpful in expediting the project development process. The FY 2008-2012 MAG Transportation Improvement Program amendment to include these projects is addressed in agenda item

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Implementation of the recommended projects will help improve road safety at the specific intersections. The projects are targeted both at improving pedestrian safety and also motorist safety.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The short time frame available for generating a MAG recommendation for FY 2010 projects and preparing HSIP project application for processing through the ADOT Local Government Section requires a high level of support and coordination from agency staff.

POLICY: The state's HSIP program is required to follow the national HSIP guidelines that stipulate that road safety resources need to be allocated to locations with road safety issues. This is very likely to result in additional HSIP funds being made available for deserving road safety improvement projects on arterial streets in the MAG region. Local agencies need to plan ahead to participate in this process.

ACTION NEEDED:

Approval of the listing of selected projects for FY 2010 highway safety improvement program funds.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee recommended approval of the list of proposed HSIP projects on May 12, 2010.

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
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Pat Dennis for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- # Julie Ghatti for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- 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
- Scott Butler for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Karen Peters for David Cavazos, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dave Richert, Scottsdale
- Michael Celaya for Mark Corona, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- * Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- # Mark Hannah for Lloyce Robinson, Youngtown
- Steve Hull for John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

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

The MAG Transportation Review Committee recommended approval of the list of proposed HSIP projects on April 29, 2010.

MEMBERS ATTENDING

- Peoria: David Moody
- * ADOT: Floyd Roehrich
- * Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer for Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- * Gilbert: 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: Rick Naimark
- Queen Creek: Troy White
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Bob Beckley
- # 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
- * TS 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 Transportation Safety Committee conducted a detailed review of all 10 project applications and unanimously recommended approval of the lists of proposed projects on April 20, 2010.

MEMBERS ATTENDING

- | | |
|---------------------------------|--|
| Tempe: Julian Dresang (Chair) | FHWA: Karen King |
| AAA Arizona: Linda Gorman | Glendale: Chris Lemka |
| * AARP: Tom Burch | Maricopa County: Tonya Glass For Chris Plumb |
| * ADOT: Kohinoor Kar | Mesa: Renate Ehm |
| Apache Junction: Shane Kiesow | Paradise Valley: William Mead |
| * ASU: Robert Gray | Peoria: Jamal Rahimi |
| Avondale: Margaret Boone-Pixley | Phoenix: Kerry Wilcoxon |
| * Chandler: Martin Johnson | Scottsdale: Paul Porell |
| * DPS: Lt. Jenna Mitchell | ValleyMetro: Gardner Tabon |
| El Mirage: Jorge Gastelum | Surprise: Tracy Eberlein |
| Gilbert: Kurt Sharp | |
| Goodyear: Hugh Bigalk | |

* not present

CONTACT PERSON:

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

FY 2010 MAG HSIP Project Recommendation

	City	Project Description		Project Cost
1	Avondale	Additional 12" signal heads - various locations	\$3,200	\$8,821
		Upgrade to 12" signal heads - various locations	\$5,621	
2	Chandler	Pedestrian countdown signals - various locations		\$113,970
3	Fountain Hills	Upgrade to 12" signal heads - various locations	\$9,300	\$26,580
		Additional 12" signal heads - various locations	\$17,280	
4	Gilbert	Pedestrian countdown signals - various locations		\$44,800
5	Glendale	Pedestrian countdown signals - various locations		\$55,200
6	Mesa	Pedestrian countdown signals - various locations	\$45,675	\$195,569
		Upgrade to 12" signal heads - various locations	\$149,894	
7	Peoria	Pedestrian countdown signals - various locations		\$41,600
8	Phoenix	Pedestrian countdown signals - various locations		\$248,636
9	Scottsdale	Pedestrian countdown signals - various locations	\$59,750	\$96,749
		Upgrade to 12" signal heads - various locations	\$36,999	
10	Tempe	Pedestrian countdown signals - various locations	\$37,515	\$168,075
		Additional 12" signal heads - various locations	\$51,680	
		Upgrade to 12" signal heads - various locations	\$78,880	
			Total	\$1,000,000

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 18, 2010

SUBJECT:

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

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the program. The current proposed project changes include amendments and administrative modifications to the FY 2008-2012 TIP affecting highway projects, pedestrian projects, and safety projects. These projects include adding an Arizona Department of Transportation (ADOT) pavement project on I-17, combining two Glendale pedestrian projects into a single project, changes to a Mesa project on Dobson Road, adding transportation enhancement funded projects in Phoenix and Wickenburg, and adding a series of safety projects in various MAG cities and towns contingent on approval of Agenda Item #5D. (See attached table) The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. The projects to be added or amended have been categorized as exempt from conformity determinations, and administrative modifications represent minor revisions that do not require a conformity determination.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

Management Committee: On May 12, 2010, the Management Committee recommended of 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
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland,
Buckeye
Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek
Pat Dennis for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
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
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Karen Peters for David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Dave Richert, Scottsdale
Michael Celaya for Mark Corona, Surprise
Jeff Kulaga for Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Mark Hannah for Lloyce Robinson,
Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

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

Transportation Review Committee: On April 29, 2010, the Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Peoria: David Moody
* ADOT: Floyd Roehrich
* Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
Gila Bend: Eric Fitzer for Rick Buss
Gila River: Sreedevi Samudrala for Doug
Torres
* Gilbert: 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: Rick Naimark
Queen Creek: Troy White
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley
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
* TS Committee: Debbie Albert

Bicycle/Pedestrian Committee: Peggy
Rubach
* Transportation Safety Committee: Kerry
Wilcoxon

* Members neither present nor represented by proxy.

Attended by Audioconference

+ Attended by Videoconference

CONTACT PERSON:

Steve Tate or Eileen Yazzie at (602) 254-6300.

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

Management Committee - May 12, 2010

TABLE A. Amendments and Administrative Modifications to the MAG FY2008-2012 Transportation Improvement Program (TIP)

Highways

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT10-860	ADOT	17: 19thAve, 15th Ave, 11th Ave, 7th Ave, 7th St and 16th St TI's	Asphalt Roadway Repair	2010	n/a	IM	\$ -	\$ 1,555,950	\$ 94,050	\$ 1,650,000	Amend: Add a new asphalt roadway repair project in FY 2010 for \$1,650,000.
GLN07-311	Glendale	Alley 250 ft north of Glendale Ave: 58th Ave to 57th Dr	Design and construct alley improvements and pedestrian walkway	2010	n/a	CMAQ	\$ 75,000	\$ 75,000	\$ -	\$ 150,000	Amend: Delete project. The project will be combined with GLN09-610 as recommended by the MAG Bicycle and Pedestrian Committee on April 20, 2010.
GLN09-610	Glendale	Downtown alley north of Glendale Ave between 57th Ave and 57th Dr	Transform existing service alleyway into a safe environment for pedestrian circulation and limited vehicular traffic	2010	n/a	CMAQ	\$ 103,166	\$ 240,721	\$ -	\$ 343,887	Amend: Delete project. The project will be combined with GLN07-311 as recommended by the MAG Bicycle and Pedestrian Committee on April 20, 2010.
GLN09-610R	Glendale	Glendale Ave to Glenn Dr and 58th Ave to 57th Ave.	Construct Pedestrian Improvements	2010	n/a	CMAQ	\$ 178,166	\$ 315,721	\$ -	\$ 493,887	Amend: Add new project to the TIP by combining GLN07-311 and GLN09-610 as recommended by the MAG Bicycle and Pedestrian Committee on April 20, 2010..
PHX10-870	Phoenix	Washington Street (Centennial Way): Central Ave to 19th Ave	Design / Right-of-Way / Construction of streetscaping elements for the State centennial celebration.	2010	1.5 miles	STP-TEA	\$ 400,000	\$ 6,800,000		\$ 7,200,000	Amend: Add Transportation Enhancement funded project to the FY 2010 - FY 2012 MAG TIP for 2010.
WKN10-801	Wickenburg	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	2010	0.09	STP-TEA	\$ 59,397	\$ 483,279	\$ -	\$ 542,676	Amend: Add Transportation Enhancement funded project to the FY 2010 - FY 2012 MAG TIP for 2010.
AVN10-890	Avondale	Various Locations	Install Additional 12" signal heads and Upgrade to 12" signal heads	2010	n/a	HSIP	\$ -	\$ 8,821	\$ -	\$ 8,821	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010
CHN10-890	Chandler	Various Locations	Install Pedestrian countdown signals	2010	n/a	HSIP	\$ -	\$ 113,970	\$ -	\$ 113,970	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010
FTH10-890	Fountain Hills	Various Locations	Install Additional 12" signal heads and Upgrade to 12" signal heads	2010	n/a	HSIP	\$ -	26580	\$ -	26580	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010
GLB10-890	Gilbert	Various Locations	Install Pedestrian countdown signals	2010	n/a	HSIP	\$ -	\$ 44,800	\$ -	\$ 44,800	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010
GLN10-890	Glendale	Various Locations	Install Pedestrian countdown signals	2010	n/a	HSIP	\$ -	\$ 55,200	\$ -	\$ 55,200	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010
MES10-890	Mesa	Various Locations	Pedestrian countdown signals and Upgrade to 12" signal heads	2010	n/a	HSIP	\$ -	195569	\$ -	195569	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010
PEO10-890	Peoria	Various Locations	Install Pedestrian countdown signals	2010	n/a	HSIP	\$ -	\$ 41,600	\$ -	\$ 41,600	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010
PHX10-890	Phoenix	Various Locations	Install Pedestrian countdown signals	2010	n/a	HSIP	\$ -	\$ 248,636	\$ -	\$ 248,636	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010
SCT10-890	Scottsdale	Various Locations	Pedestrian countdown signals and Upgrade to 12" signal heads	2010	n/a	HSIP	\$ -	\$ 96,749	\$ -	\$ 96,749	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010
TMP10-890	Tempe	Various Locations	Install Pedestrian countdown signals, Additional 12" signal heads and Upgrade to 12" signal heads	2010	n/a	HSIP	\$ -	\$ 168,075	\$ -	\$ 168,075	Amend: Add safety project to the FY 2008 - FY 2012 MAG TIP for 2010

TABLE B. Amendments and Administrative Modifications to the FY10 Arterial Life Cycle Program

Arterial Streets													
TIP ID	RTPID	Agency	Project Location	Project Description	Fiscal Year (Work)	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
CHN110-07DZ3	AII-CHN-10-03	Chandler	Chandler Blvd at Alma School rd	Design intersection improvement	2010	2010	0.25	RARF	\$ 204,799		\$ 477,866	\$ 682,665	Amend: Increase total cost by \$515,714, regional cost by \$361,000, and local cost by \$154,714. Regional funding reallocated from right-of-way to design.
CHN110-08RWZ2	AII-CHN-10-03	Mesa	Chandler Blvd at Alma School	Acquisition of right-of-way for intersection improvement	2009	2010	0.25	RARF	\$ 243,792		\$ 568,849	\$ 812,642	Amend: Decrease total cost by \$515,714, regional cost by \$361,000, and local cost by \$154,714. Regional funding reallocated from right-of-way to design.
MES110-08DZ3	AII-DOB-10-03	Mesa	Dobson Rd at Guadalupe Rd	Design intersection improvement	2010	2010	0.25	RARF	\$ 35,287	\$ -	\$ 82,336	\$ 117,622	Amend: Add new work phase. Regional funding reallocated from right-of-way to design.
MES10-004RWZ	AII-DOB-10-03	Mesa	Dobson Rd at Guadalupe Rd	Acquisition of right-of-way for intersection improvement	2006	2010	0.25	RARF	\$ 162,371	\$ -	\$ 378,864	\$ 541,236	Admin Mod: Decrease total cost by \$117,622, regional cost by \$82,336, and local cost by \$35,287.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 18, 2010

SUBJECT:

Update and Review of Project Deferral Requests for Federal Fiscal Year 2010 MAG Closeout

SUMMARY:

By April 29, 2010, member agencies submitted requests to defer or delete federal funds from projects for approximately \$14.5 million.

The Federal Fiscal Year (FFY) 2010 Closeout process is following the Draft FY 2009 MAG Programming Principles. Please review the attached memorandum that explains the process, the requirements for requesting a project deferral, and outlines the number of requested project deferrals. The attached table provides specific details about the project deferral requests, and there are thirteen deferral justification letters for projects that were requesting to be deferred for a second time or more.

The deadline for member agencies to submit requests for projects that can utilize these funds by the end of the federal fiscal year was April 19, 2010.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of these recommendations will allow for additional and accelerated transportation projects to be funded in the MAG region.

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects. Uncertainty over the reauthorization of the federal legislation makes this problem more acute.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Action to close out the FFY 2010 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. These actions may include any necessary amendments or administrative adjustments to the FY 2008-2012 MAG TIP to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

ACTION NEEDED:

Approval of a list of projects to be deferred from FFY 2010 to FFY 2011 or later, approval of a list of projects requesting to remove federal funds from the project, and make the necessary amendments and modifications to the 2008-2012 MAG Transportation Improvement Program, and as necessary to the Regional Transportation Plan 2007 Update.

PRIOR COMMITTEE ACTIONS:

Management Committee: On May 12, 2010, the Management Committee recommended approval a list of projects to be deferred from FFY 2010 to FFY 2011 or later and make the necessary amendments and modifications to the 2008-2012 MAG Transportation Improvement Program, and as necessary to the Regional Transportation Plan 2007 Update.

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
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Pat Dennis for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- # Julie Ghetti for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- 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
- Scott Butler for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Karen Peters for David Cavazos, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dave Richert, Scottsdale
- Michael Celaya for Mark Corona, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- * Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
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- Steve Hull for John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa Co.
- David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: On April 29, 2010, the TRC recommended approval a list of projects to be deferred from FFY 2010 to FFY 2011 or later and make the necessary amendments and modifications to the 2008-2012 MAG Transportation Improvement Program, and as necessary to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

- Peoria: David Moody
- * ADOT: Floyd Roehrich
- * Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer for Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- * Gilbert: 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: Rick Naimark
- Queen Creek: Troy White
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Bob Beckley
- # 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
- * TS Committee: Debbie Albert

- Bicycle/Pedestrian Committee: Peggy Rubach
- * Transportation Safety Committee: Kerry Wilcoxon

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

CONTACT PERSON:

Eileen Yazzie, (602) 254-6300.

May 18, 2010

TO: Members of the MAG Regional Council

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR 2010 CLOSEOUT - DEFERRAL REQUESTS

The Closeout process for MAG region federal funds in federal fiscal year (FFY) 2010 is underway. MAG member agencies were requested to notify MAG, beginning March 2010, of federally funded projects that will not obligate by the end of the FFY 2010 (September 2010), and are requesting to be deferred to another year in the MAG Transportation Improvement Program (TIP). It was asked that member agencies make a best effort to complete and submit the Deferral Request Form and Deferral Justification Letter by April 19, 2010.

As of April 29, 2010, there were seven projects that requested the project deferral for the first time, four requests to remove federal funds from programmed projects, and 13 projects that requested deferral for a second time or more totaling \$14.5 million. Please see the attached table for details about these requests. Per the Draft fiscal year (FY) 2009 MAG Federal Fund Programming Principles, if a member agency is requesting a project to be deferred a second time or more, a member agency must complete and submit both a Deferral Request Form and Deferral Justification Letter. Please see the attached 13 deferral justification letters that were submitted for the projects requesting to be deferred for a second time or more. The Transportation Review Committee (TRC) and the Management Committee recommended approval of all project deferrals and deletion of federal funds from projects.

MAG staff recognizes that agencies may defer projects at a later time due to continuous work to obligate the project by September 2010 and will work with member agencies until the end of the federal fiscal year for additional deferrals.

DRAFT FY 2009 MAG FEDERAL FUND PROGRAMMING PRINCIPLES

The 2010 Closeout process will follow the Draft FY 2009 MAG Federal Fund Programming Principles (Principles) allowing member agencies a one time project deferral without justification. For the first time deferral request, a member agency just needs to complete and submit the Deferral Request Form. If a member agency is requesting a project to be deferred a second time or more, a member agency must complete and submit both a Deferral Request Form and Deferral Justification Letter. The MAG Committee Process will recommend approval of the projects to be deferred and stay in the MAG TIP.

Per the Draft Principles:

- I. If a project is requesting to be deferred for the second time or more, the sponsoring agency for the project will submit a justification letter explaining why the project should remain in the MAG Federal Fund Program.
 - a. The sponsoring agency for the project will submit a justification letter to MAG with the deferral notification that will be taken through the MAG Committee Process, beginning at TRC.
 - i. If the justification is approved the project would remain in the program.
 - ii. If the justification is not submitted or not approved, the project would be removed from the program.

SUBMITTAL OF PROJECTS

The deadline for member agencies to submit projects for use of Closeout funds was April 19, 2010. The primary criterion for the projects submitted for Closeout funding is that they must be able to utilize funds by the end of the federal fiscal year. This means that the projects submitted must be sufficiently developed for ADOT Local Governments staff to recommend that projects are ready to be authorized by the federal authorities. MAG staff will review the projects submitted for Closeout funds with ADOT to ensure that the projects can be obligated before the end of FFY 2010. It is expected that the TRC will review the funds available and may discuss preferences for how the available funds should be targeted at its May 2010 committee meeting.

The Congestion Mitigation and Air Quality (CMAQ) analysis of projects submitted for Closeout will be completed by the Air Quality Technical Advisory Committee in May, and it is expected that TRC action on the interim list of Closeout projects will occur at the May committee meeting, with Management Committee and Regional Council action taking place in June 2010.

Information regarding the FFY 2010 Closeout is available electronically on the MAG website at <http://www.mag.maricopa.gov/project.cms?item=413>, at the Transportation Improvement Program (TIP) webpage. If there are any questions regarding the Closeout process, or the submittal of projects, please call Eileen Yazzie at 602-254-6300.

Federal Fiscal Year 2010 Closeout - Requests to Defer Projects, Remove Federal Funds/Delete Projects

Requests to Defer Projects - Second Time or More
Per the Programming Principles, 'If a project is requesting to be deferred for the second time or more, a deferral justification letter is to be submitted.' Please see attached letters.

Closeout Request	Section	Agency	ID	Location	Work	Length	Funding	FedCost	LocCost	Total	MAG Mode	Original Yr Prog. for Const.	# of Times Deferred (not including this request)	Year Requested to be deferred	Have Letter?	Will the project be complete?
Defer	Highway	Chandler	CHN07-601	Commonwealth Ave: Hamilton St to Ithaca	Pave dirt road	0.2	CMAQ	\$ 325,000	\$ 1,075,000	\$ 1,400,000	AQ or TDM	2007	2	2011	Yes	
Defer	Highway	El Mirage	ELM09-802	125th Ave and 127th Ave: Varney Rd to Peoria Ave	Pave unpaved roads	1	CMAQ	\$ 381,031	\$ 1,102,252	\$ 1,483,283	AQ or TDM	2009	1	2011	Yes	
Defer	Highway	Fort McDowell Yavapai Nation	FTM09-903C	Various Locations on Fort McDowell Yavapai Nation	Construct Pave dirt road	2.5	CMAQ	\$ 375,000	\$ 24,000	\$ 399,000	AQ or TDM	2007	3	2011	Yes	
Defer	Highway	Glendale	GLN09-610	Downtown alley north of Glendale Ave between 57th Ave and 57th Dr	Transform existing service alleyway into a safe environment for pedestrian circulation and limited vehicular traffic	0.04	CMAQ	\$ 240,721	\$ 103,166	\$ 343,887	Ped	2009	1	2012	Yes	
Defer	Highway	Glendale	GLN07-311	Alley 250 ft north of Glendale Ave: 58th Ave to 57th Dr	Design and construct alley improvements and pedestrian walkway	0.05	CMAQ	\$ 75,000	\$ 75,000	\$ 150,000	Ped	2007	2	2012	Yes	
Defer	Highway	Mesa	MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	0.45	CMAQ	\$ 910,000	\$ 3,437,000	\$ 4,347,000	Street	2007	2	2013	Yes	
Defer	Highway	Mesa	MES08-603	Longmore: Broadway Rd to Main St (EVIT)	Design and construct bicycle path to connect Broadway Rd with Main St and the Light Rail Station	0.5	CMAQ	\$ 1,082,739	\$ 388,961	\$ 1,471,700	Bicycle	2008	2	2011	Yes	
Defer	Highway	Phoenix	PHX09-619	19th Ave at Greenway Rd	Construct multi-use path and bridge (phase 2)	0.04	CMAQ	\$ 1,010,000	\$ 2,174,100	\$ 3,184,100	Bicycle	2009	1	2011	Yes	
Defer	Highway	Phoenix	PHX09-624	Various locations	Construct regional ITS fiber optic backbone, phase B-1	30	CMAQ	\$ 665,000	\$ -	\$ 665,000	ITS	2009	1	2011	Yes	
Defer	Highway	Phoenix	PHX09-871	Various locations	Pave unpaved alleys	18	CMAQ	\$ 466,667	\$ 200,000	\$ 666,667	AQ or TDM	2009	1	2011	Yes	
Defer	Highway	Phoenix	PHX09-872	Various locations	Pave unpaved roads	3	CMAQ	\$ 1,050,000	\$ 450,000	\$ 1,500,000	AQ or TDM	2009	1	2011	Yes	
Defer	Highway	Scottsdale	SCT07-606	Dynamite Blvd: Pima Road to Alma School Road	Install Vertical Curb and Gutter	3	CMAQ	\$ 500,000	\$ 500,000	\$ 1,000,000	AQ or TDM	2007	3	2011	Yes	
Defer	Highway	Surprise	SUR09-820	Rural Area West of 219th Ave between Pinnacle Peak & Deer Valley	Pave unpaved roads	3.27	CMAQ	\$ 1,602,302	\$ 686,700	\$ 2,289,002	AQ or TDM	2009	1	2011	Yes	
								\$ 8,683,460								

Requests to Defer Projects - First Request
Per the Programming Principles, Member agencies are allowed a one time deferral without justification.

Defer	Highway	Buckeye	BKY10-801	Miller Road: Hazen Rd to I-10 and Monroe (MC85): Miller Rd to Apache Rd	Interconnect Traffic Signals	6	CMAQ	\$ 210,000	\$ 90,000	\$ 300,000	ITS	2010	0	2013	Not needed	
Defer	Highway	Buckeye	BKY11-801	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	0.22	CMAQ	\$ 64,456	\$ 3,896	\$ 68,352	AQ or TDM	2011	0	2013	Not needed	
Defer	Highway	Chandler	CHN13-901	Various Locations in the City of Chandler	Paving dirt alleys	10	CMAQ	\$ 350,000	\$ 589,000	\$ 939,000	AQ or TDM	2010	0	2011	Not needed	

Federal Fiscal Year 2010 Closeout - Requests to Defer Projects, Remove Federal Funds/Delete Projects

Defer	Highway	Fort McDowell Yavapai Nation	FTM13-901	Various Locations on Fort McDowell Yavapai Nation	Paving dirt roads	4.7	CMAQ	\$ 700,000	\$ 1,650,000	\$ 2,350,000	AQ or TDM	2010	0	2011	Not needed	
Defer	Highway	Phoenix	PHX10-633	Various locations	Construct regional ITS fiber optic backbone, phase B-2	30	CMAQ	\$ 665,000	\$ -	\$ 665,000	ITS	2010	0	2011	Yes-Not Needed	
Defer	Highway	Phoenix	PHX13-904	Various Locations in the City of Phoenix: 44 miles of dirt alleys	Paving dirt alleys	44	CMAQ	\$ 1,200,000	\$ 920,000	\$ 2,120,000	AQ or TDM	2010	0	2011	Yes-Not Needed	
Defer	Highway	Scottsdale	SCT10-617R	Scottsdale Rd: Earll Dr to Chaparral Rd	Upgrade sidewalks and add bicycle lanes	3	CMAQ	\$ 510,696	\$ 2,540,741	\$ 3,051,437	Ped	2010	0	2011	Yes-Not Needed	
								\$ 3,700,152								

Requests to Remove Federal Funds from the Project/Delete Project

Delete	Highway	Mesa	MES06-203C	Pepper Pl: Lewis St to Robson St	Construct multi-use path	0.5	CMAQ	\$ 305,961	\$ 93,039	\$ 399,000	Bicycle	Request to Delete Project			No
Delete	Highway	Mesa	MES07-314	South Canal: Val Vista Dr to Greenfield Rd	Construct multi-use path. Development of multi-use path system (MUP)	1.25	CMAQ	\$ 541,800	\$ 232,200	\$ 774,000	Bicycle	Request to Delete Project			No
Delete	Highway	Mesa	MES09-605	Grand St: Broadway Rd to 6th Ave (Nuestro neighborhood phase 1)	Improve pedestrian facilities	0.25	CMAQ	\$ 441,041	\$ 189,018	\$ 630,059	Ped	Request to Delete Project			No
Delete	Highway	Mesa	MES10-608	South Canal: McDowell Rd to Val Vista Dr	Construct new multi-use path on the north bank	1.5	CMAQ	\$ 852,505	\$ 568,337	\$ 1,420,842	Bicycle	Request to Delete Project			No



Chandler · Arizona
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April 5, 2010

Ms. Eileen Yazzie
Maricopa Association of Governments
302 N. First Avenue, Suite 300
Phoenix, Arizona 85003

SUBJECT: Deferral of the Congestion Mitigation and Air Quality (CMAQ) project to Federal Fiscal Year 2010.

Dear Ms. Yazzie:

Attached is the Deferral Request Submittal Form for the deferral of Commonwealth Avenue.

- Hamilton Street to Ithica (TIP# CHN07-601).
- Federal FY2010; Federal funding is \$325,000; total cost is \$1,400,000.

This project was originally in the 2008 TIP and has been deferred twice (excluding this request).

This project is a paving dirt road project. However, Chandler has expanded the scope to include curb and gutter, sidewalk, block wall replacement, and landscape upgrades to be funded by the City of Chandler.

This project is currently in design and is about 95% complete. The design is scheduled to be complete in FY 2009-10. The SRP irrigation ditch alongside of Commonwealth is currently being underground in pipe; this work will be completed in April 2010.

Because of the significant reduction in home values in the region, our secondary property tax collections will also be reduced, thereby significantly reducing the City's ability to issue general obligation bonds backed by the secondary property tax. This reduction in bonding ability is the reason that the City of Chandler is requesting deferral of this project.

However, the City will be reviewing the project scope to scale the project back to the original paving dirt road project, and proceed with work in the next several months. If funding is available from other project bid savings, we may proceed with the full project.

Mailing Address
Mail Stop 402
PO Box 4008
Chandler, Arizona 85244-4008

Public Works Department
Transportation
Telephone (480) 782-3425
Fax (480) 782-3415
www.chandleraz.gov

Location
215 East Buffalo Street
Chandler, Arizona 85225

Thank you for considering this request. If you have any questions, please contact Dan Cook, Deputy Public Works Director at (480) 782-3403.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel W. Cook". The signature is written in a cursive style with a large initial "D".

Daniel W. Cook
Deputy Public Works Director

Attachments

Cc:
Pat McDermott, Assistant City Manager
Patrice Kraus, Intergovernmental Affairs Coordinator
RJ Zeder, Public Works Director
Mike Mah, City Transportation Engineer



302 North 1st Avenue, Suite 3004 - Phoenix, Arizona 85003
Phone: (602) 254-6300 FAX: (602) 254-6480
Email: mag@mag.maricopa.gov Website: www.mag.maricopa.gov

Deferral or Federal Fund Removal Request Form for Federal FY 2010 Closeout

Instructions:

Please complete the form below for a deferral or federal fund removal request. If you are requesting that the project be deferred a second time to a later year in the MAG Transportation Improvement Program (TIP), a justification letter must be submitted as well. Please review the *Deferral Justification Letter Requirements*. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the deferral request form for the Federal FY 2010 Closeout.

Please submit the completed form to Stephen Tate, via e-mail: stater@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Stephen M. Tate at 602.254.6300. **Please make the best effort to submit this request by April 19, 2010.**

Section A: Contact Information

Name of Agency: Chandler Name of Requestor: Liz Denning
Telephone: 480-782-3427 E-mail: liz.denning@chandleraz.gov

Section B: Project Details

TIP #: CHN07-601 Mode: AQ or TDM
TRACS #: N/A
Location: Commonwealth Avenue: Hamilton Street to Union
Description of Work: Paving dirt road

<u>Current Year Programmed</u>	<u>Current Total Project Costs</u>	<u>Current Federal Fund Costs</u>	<u>Current Local Costs</u>
2010	1,400,000	325,000	1,075,000

Section C: Deferral or Federal Fund Removal Request

- Requesting Project to be Deferred. If checked please provide information for the items below:
 - Please enter the year the project is to be deferred to in the TIP. 2011
 - Please check the following box to indicate whether the project has been deferred from previous TIPs.
 - If the project has been deferred from a previous TIP, please enter the number of times it has been deferred. Not Applicable
 - Please check the following box, if the Lead Agency will be submitting a justification memo.
- Request to remove Federal funds from the project. If the project will be completed, please check the following box and enter the year to be programmed. Not Applicable
- Other: If box checked, please explain here

Submit by E-mail

Print Form



302 North 1st Avenue, Suite 3014 Phoenix, Arizona 85003
 Phone (602) 254-6300 Fax (602) 254-6490
 Email mag@mag.maricopa.gov Website www.mag.maricopa.gov

Deferral or Federal Fund Removal Request Form for Federal FY 2010 Closeout

Instructions:

Please complete the form below for a deferral or federal fund removal request. If you are requesting that the project be deferred a second time to a later year in the MAG Transportation Improvement Program (TIP), a justification letter must be submitted as well. Please review the *Deferral Justification Letter Requirements*. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the deferral request form for the Federal FY 2010 Closeout.

Please submit the completed form to Stephen Tate, via e-mail: state@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Stephen M. Tate at 602.254.6300. Please make the best effort to submit this request by April 19, 2010.

Section A: Contact Information

Name of Agency: Chandler Name of Requestor: Liz Denning/Ruthann Goemaat
 Telephone: 480-782-3427/480-782-3498 E-mail: liz.denning@chandleraz.gov/ruthann.goemaat@chandleraz.gov

Section B: Project Details

TIP #: CHN13-901 Mode: AQ or TDM
 TRACS #: N/A
 Location: Various locations
 Description of Work: Paving dirt alleys

<u>Current Year Programmed</u>	<u>Current Total Project Costs</u>	<u>Current Federal Fund Costs</u>	<u>Current Local Costs</u>
2010	939,000	350,000	589,000

Section C: Deferral or Federal Fund Removal Request

- Requesting Project to be Deferred. If checked please provide information for the items below:
 - Please enter the year the project is to be deferred to in the TIP. 2011
 - Please check the following box to indicate whether the project has been deferred from previous TIPs.
 - If the project has been deferred from a previous TIP, please enter the number of times it has been deferred. Not Applicable
 - Please check the following box, if the Lead Agency will be submitting a justification memo.
- Request to remove Federal funds from the project. If the project will be completed, please check the following box and enter the year to be programmed. Not Applicable
- Other: If box checked, please explain here



Chandler - Arizona
Where Values Make The Difference

April 15, 2010

Ms. Eileen Yazzie
Maricopa Association of Governments
302 N. First Avenue, Suite 300
Phoenix, Arizona 85003

SUBJECT: Requests for Federal fiscal year 2010 Funding (Close Out Funds)

Dear Ms. Yazzie:

Attached are Project Request Forms for the Federal 2010 Close Out. I am submitting this request for federal fiscal year 2010 closeout funding on behalf of Patrice Kraus.

The two requests are for the construction of the multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street. This project has been awarded Federal funding in fiscal year 2012 and 2014. We are requesting 100% funding of the project in addition to the advancement of both grants to 2011.

- CHN08-610C and CHN14-102
Galveston Street at Loop 101 (Price Freeway)

Thank you for considering these requests. If you have any questions, please contact Dan Cook, Deputy Director at (480) 782-3403.

Sincerely,

Daniel W. Cook
Deputy Public Works Director

Attachments

Cc:
Pat McDermott, Assistant City Manager
RJ Zeder, Public Works Director
Sheina Hughes, Assistant Public Works Director
Patrice Kraus, Intergovernmental Affairs Coordinator

Mailing Address
Mail Stop 402
PO Box 4008
Chandler, Arizona 85244-4008

Public Works Department
Transportation
Telephone (480) 782-3425
Fax (480) 782-3415
www.chandleraz.gov

Location
215 East Buffalo Street
Chandler, Arizona 85225



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

Project Request Form for Federal FY 2010 Closeout

Instructions:

To submit a project that can utilize federal funds for the Federal FY2010 Closeout, please complete the fields below. Please complete Section B with the project information from the current TIP. If you are requesting a new project, please leave the TIP # blank. In Section C, please indicate the close out category and provide any additional information in the comment area. Project requests for new projects or requests that result in the change in scope of an existing project in the TIP must complete an addendum for their modal category located on the MAG website at <http://www.mag.maricopa.gov/project.cms?item=413>. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the request for projects for the Federal FY2010 Closeout.

Please submit the completed form plus any required addendums for new projects and projects with scope changes to Stephen Tate, via e-mail: state@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Stephen Tate at 602.254.6300. Project requests for Federal FY 2010 Closeout are due on Monday, April 19, 2010 at noon/12:00 p.m. No late requests will be accepted.

Section A: Contact Information

Name of Agency: Chandler Name of Requestor: Liz Denning
Telephone: 480-782-3427 E-mail: liz.denning@chandleraz.gov

Section B: Project Details

TIP #: CHN08-610C (\$1,164,992) Mode: Bicycle

Location: Loop 101 (Price Freeway) at Galveston Street

Description of Work: Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street

<u>Current Year Programmed</u>	<u>Current Total Project Costs</u>	<u>Current Federal Fund Costs</u>	<u>Current Local Costs</u>
2012	2,480,800	1,164,992	1,315,808

Section C: Close Out Category

A New Project Requesting Advancement Other

Requesting Additional Federal Funds, if yes, what are the Project Costs: \$318,250

<u>New Total Project Costs</u>	<u>New Federal Funds</u>	<u>New Local Costs</u>
3,540,000	3,540,000	0.00

Additional Comments: The City of Chandler is requesting 100% funding for this project in addition to the request for advancement to 2011. The environmental clearance is complete. There are no ROW requirements or utility relocations needed for this project (all work within existing ADOT or COC ROW). Design plans are in progress and will be completed by August 2010. Note: See advancement/100% funding request for 2014 (CHN14-102) federal closeout request. It will be necessary to consider the two requests simultaneously. The bridge median pier is in place and the City of Chandler has paid for the design and BSR (\$99,000) and the median Pier Construction (\$162,000).



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

Project Request Form for Federal FY 2010 Closeout

Instructions:

To submit a project that can utilize federal funds for the Federal FY2010 Closeout, please complete the fields below. Please complete Section B with the project information from the current TIP. If you are requesting a new project, please leave the TIP # blank. In Section C, please indicate the close out category and provide any additional information in the comment area. Project requests for new projects or requests that result in the change in scope of an existing project in the TIP must complete an addendum for their modal category located on the MAG website at <http://www.mag.maricopa.gov/project.cms?item=413>. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the request for projects for the Federal FY2010 Closeout.

Please submit the completed form plus any required addendums for new projects and projects with scope changes to Stephen Tate, via e-mail: state@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Stephen Tate at 602.254.6300. **Project requests for Federal FY 2010 Closeout are due on Monday, April 19, 2010 at noon/12:00 p.m. No late requests will be accepted.**

Section A: Contact Information

Name of Agency: Chandler Name of Requestor: Liz Denning
 Telephone: 480-782-3427 E-mail: liz.denning@chandleraz.gov

Section B: Project Details

TIP #: CHN14-102 (\$2,056,758) Mode: Bicycle
 Location: Loop 101 (Price Freeway) at Galveston Street
 Description of Work: Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street

<u>Current Year Programmed</u>	<u>Current Total Project Costs</u>	<u>Current Federal Fund Costs</u>	<u>Current Local Costs</u>
2014	2,121,700	2,056,758	64,942

Section C: Close Out Category

- A New Project Requesting Advancement Other
 Requesting Additional Federal Funds, if yes, what are the Project Costs: _____

<u>New Total Project Costs</u>	<u>New Federal Funds</u>	<u>New Local Costs</u>
3,540,000	3,540,000	0.00

Additional Comments: The City of Chandler is requesting advancement to 2011. The environmental clearance is complete. There are no ROW requirements or utility relocations needed for this project (all work within existing ADOT or COC ROW). Design plans are in progress and will be completed by August 2010. The bridge median pier is in place.
 Note: See advancement/100% funding request for 2012 (CHN08-610C) grant. It will be necessary to consider the two requests simultaneously.



City of El Mirage

Public Works Department

April 16, 2010

Stephen Tate
Transportation Planner
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, AZ 85003

RE: 125th Ave and 127th Ave; Varney Rd to Peoria Ave -- TIP # ELM09-802
Deferral Request

Dear Steve:

This letter is to request the deferral for the above referenced project.

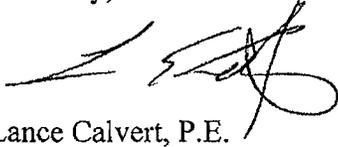
Name: Pave Unpaved Road.
Location: 125th Ave and 127th Ave; Varney Rd to Peoria Ave.
TIP #: ELM09-802
Federal Fund Cost: \$381,031.00
Total Project Cost: \$1,483,283.00
Original Year Programmed: 2009
Previous Deferrals: 1 (one)
ADOT – Local Government Status: City's Consultant submitted the 30% plans and Clearance Letters to ADOT on September, 2009 for their review. Environmental Review by ADOT usually takes approximately one year.

The City contracted Dibble Engineering to prepare not only the roadway design but also a sanitary sewer design which must be completed prior to road construction as the City is proceeding with the conversion of onsite sewer disposal (septic) system prior to the roadway construction. This new sanitary sewer system will serve properties located within the Dysart Ranchetts where the above mentioned roadway project is located.

In addition, the City of El Mirage has a second roadway project programmed for fiscal year 2011 (TIP # ELM13-903). We believe that bidding both projects simultaneously will be an advantage to the City.

The City of El Mirage has submitted the 30% plans and Clearance Letters to ADOT on both roadway projects and is committed to completing the construction through the ADOT – Local Government process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lance Calvert', with a stylized flourish at the end.

Lance Calvert, P.E.
Public Works Director/City Engineer
City of El Mirage



April 15, 2010

Maricopa Association of Governments
ATTN: Steve Tate
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

RE: 2010 TIP Project Deferral – Alley 250 feet north of Glendale Ave: 58th Avenue to 57th Drive

Dear Steve:

This is an official request from the City of Glendale to defer an alleyway project in downtown Glendale to year 2012 in the FY 2011-2015 TIP as part of the MAG 2010 Close Out process.

This project is referred to in the current TIP as “Alley 250 feet north of Glendale Ave: 58th Ave to 57th Dr”. This project calls for the design and construction of alleyway improvements and a pedestrian walkway in downtown Glendale.

This project is included in the MAG TIP as project #GLN07-311. The federal funds programmed for this project amount to \$75,000 coming from Congestion Mitigation and Air Quality Improvement Program funds. The total cost of this project is \$150,000.

This project was originally programmed in 2007. It has been deferred twice since then. Glendale staff has also requested that this project (and programmed funds) be combined with an adjacent alleyway project programmed in the TIP (GLN09-610). It is not cost effective to advertise these two small federally funded projects separately.

This project is being deferred because of delays to the design and construction of the nearby Old Roma Alley project that will anchor a system of downtown Glendale alleyways between 58th Avenue and 57th Avenue. The Old Roma Alley project is now under construction.

Upon completion of the City’s identification of all right-of-way ownership within this alleyway, the City of Glendale will begin the process with the ADOT Local Governments Section to initiate the design of this project and is committed to completing this project in 2012.

Like many other municipalities, we are struggling to plan our transportation system and allocate budget dollars to projects during these difficult economic times.

Thank you for your time and assistance in this matter. If you have any additional questions regarding this request, please contact me at (623) 930-2939.

Sincerely,

A handwritten signature in black ink that reads "Terry Johnson". The signature is written in a cursive style with a long horizontal flourish at the end.

Terry M. Johnson, Ph.D., AICP
Deputy Transportation Director

cc: Jamsheed Mehta, AICP, Transportation Director
Craig Johnson, P.E., Assistant City Engineer
Bob Darr, Transportation Planning Manager
Allan Grover, Transportation Planner
Purab Adabala, Senior Transportation Analyst



April 15, 2010

Maricopa Association of Governments
ATTN: Steve Tate
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

RE: 2010 TIP Project Deferral – Downtown Alley North of Glendale Avenue between
57th Avenue and 57th Drive

Dear Steve:

This is an official request from the City of Glendale to defer an alleyway project in downtown Glendale to year 2012 in the FY 2011-2015 TIP as part of the MAG 2010 Close Out process.

This project is referred to in the current TIP as “Downtown Alley north of Glendale Avenue, between 57th Avenue and 57th Drive”. This project calls for transformation of an existing service alleyway in downtown Glendale into a safe environment for pedestrian circulation and limited vehicular access.

This project is included in the MAG TIP as project #GLN09-610. The federal funds programmed for this project amount to \$240,721 coming from Congestion Mitigation and Air Quality Improvement Program funds. The total cost of this project is \$343,887.

This project was originally programmed in 2009. It has been deferred once since then.

This project is being deferred because of delays to the design and construction of the nearby Old Roma Alley project that will anchor a system of downtown Glendale alleyways between 58th Avenue and 57th Avenue. The Old Roma Alley project is now under construction.

The City of Glendale recently received a TRACS number for this project from the ADOT Local Governments Section: SS889 01C.

The City of Glendale has started the process with the ADOT Local Governments Section to initiate the design of this project and is committed to completing this project in 2012.

Like many other municipalities, we are struggling to plan our transportation system and allocate budget dollars to projects during these difficult economic times.

Thank you for your time and assistance in this matter. If you have any additional questions regarding this request, please contact me at (623) 930-2939.

Sincerely,

A handwritten signature in cursive script that reads "Terry Johnson". The signature is written in black ink and is positioned above the typed name.

Terry M. Johnson, Ph.D., AICP
Deputy Transportation Director

cc: Jamsheed Mehta, AICP, Transportation Director
Craig Johnson, P.E., Assistant City Engineer
Bob Darr, Transportation Planning Manager
Allan Grover, Transportation Planner
Purab Adabala, Senior Transportation Analyst



300 E Sixth St
PO Box 1466
Mesa, Arizona 85211-1466

April 19, 2010

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

Dear Dennis:

On behalf of the City of Mesa, I am requesting the deferral of the federal allocation for Southern Avenue at Country Club, MES 07-315 to **FY 2013**. This Transportation Improvement Program (TIP) project has been deferred before by Mesa in anticipation of aligning the construction year with the construction of the Arterial Life Cycle Program (ALCP) project 01-434-001 ACI-SOU-10-03-A Southern Avenue at Country Club intersection Improvement.

MES 07-315 allots the City of Mesa with \$910,000 CMAQ funds that will be used to add a turn lane and construct 3 bus pullouts in the intersection of Southern Avenue and County Club. These improvements together with those of the ALCP project will improve Mesa's transportation network, and minimize congestion and safety concerns in the area. Mesa is committing to the completion of both this project and the ALCP, and has budgeted accordingly in the Capital Improvement Program budget book. Mesa will start design for both projects in FY 11 and coordinate with ADOT.

Furthermore the local funds required for this TIP project have been reduced to \$390,000 for Mesa has been able to leverage some of the future improvements costs with those to be constructed with the ALCP project.

If you need further information, please contact Maria Angelica Deeb at (480)-644-2845 or Maria.Deeb@mesaaz.gov.

Sincerely,

A handwritten signature in black ink that reads "Mike James". The signature is written in a cursive style.

Mike James

Deputy Transportation Director -- Planning and Transit



300 E Sixth St
PO Box 1466
Mesa, Arizona 85211-1466

April 19, 2010

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

Dear Dennis:

On behalf of the City of Mesa, I am requesting the deferral of the federal allocation for Dobson Road bicycle and pedestrian route, MES 08-603 to **FY 2011**. This Transportation Improvement Program (TIP) project has been deferred before by Mesa awaiting for the alignment of the light rail to be defined, as well as determine the traffic (bike, ped and vehicular) that would be needed to be accommodated in this project. Because of the issues describe before, the project location had to be amended (TRC 3/25/2010). Currently Mesa is designing this project to include improvements along Dobson Road from Broadway to Main Street accommodating the new and increase bike and ped traffic consequence of the light rail.

This new alignment has presented its on challenges. The commercial properties adjacent Dobson Road is individually owned. There are three different types of real estate activities that will be required for this project: 1) Possible ROW acquisition, 2) Landscape Easements, and 3) Temporary Construction Easements. Generally speaking, the time required to accomplish the necessary real estate work is nine months. The plans are nearing 90% completion and the environmental is well underway. The Mesa City Council has directed Transportation to ensure that we have adequate negotiation time prior to considering condemnation or eminent domain.

MES 08-603 allots the City of Mesa with \$1,082,739 CMAQ funds that will be used ensure appropriate improvements are constructed.

If you need further information, please contact Maria Angelica Deeb at (480)-644-2845 or Maria.Deeb@mesaaz.gov.

Sincerely,

A handwritten signature in black ink that reads "Mike James". The signature is written in a cursive, flowing style.

Mike James

Deputy Transportation Director – Planning and Transit



City of Phoenix

STREET TRANSPORTATION DEPARTMENT

April 16, 2010

Mr. Stephen Tate
Maricopa Association of Governments
302 North 1st Avenue, Suite 300A
Phoenix, AZ 85003

Re: Deferral Justification Letter for PHX09-619

Dear Mr. Tate:

The City of Phoenix is requesting deferral of the above project which is located at 19th Avenue and Greenway Road. This project proposes construction (phase 2) of a multi-use path and associated bridge facilities for pedestrians and bicycles. Originally programmed in the TIP for FY2009, this request would defer the project for a second time to FY2011. The estimated total cost of this project is \$3,184,100 with \$1,010,000 coming from federal funds. The project is approaching final design status and may be submitted to the ADOT – Local Government Section for construction obligation at any time.

The reason for this deferral request has little to do with project funding or a design complication. While there was a mass of public support for this project at inception, a small neighborhood group has recently generated some minor concerns which are impacting the project schedule. In order to re-affirm the public support for this project, the Street Transportation Department is conducting a public meeting during the last week in April 2010 to present draft final designs and address any outstanding issues. The project will move forward from that point and may receive construction obligation this fiscal year, however, to be safe, the City has decided to request this deferral.

As the local matching funds remain programmed for this project, the City is committed to submitting a construction obligation package to ADOT after the public meeting and to advertise / bid for construction in late summer 2010.

Thank you for your consideration of this request. Feel free to contact Shane Silsby at (602) 534-7105 or at shane.silsby@phoenix.gov if further questions arise.

Sincerely,

Wylie Bearup, PE, PhD
Street Transportation Director

WB/RD/SS/yr/S:\PDP\Silsby\2010\SS0402.doc

Cc: Shane Silsby
Melody Moss



City of Phoenix

STREET TRANSPORTATION DEPARTMENT

April 16, 2010

Mr. Stephen Tate
Maricopa Association of Governments
302 North 1st Avenue, Suite 300A
Phoenix, AZ 85003

Re: Deferral Justification Letter for PHX09-624

Dear Mr. Tate:

The City of Phoenix is requesting deferral of the above project which is located within various locations throughout the city. This project proposes construction (phase B-1) of a regional ITS fiber optic backbone. Originally programmed in the TIP for FY2009, this request would defer the project for a second time to FY2011. The estimated total cost of this project is \$665,000 with the full \$665,000 coming from federal funds. The project is progressing through the design phase and may be submitted to the ADOT – Local Government Section for construction obligation late this summer.

The primary reason for this deferral request centers around a significant increase in the project schedule for obtaining environmental clearances, due to a lack of staffing within ADOT's Environmental Programs Group, which prohibits the project from being submitted for the next phase of obligation. The project will move forward from that point and may receive construction obligation this fiscal year, however, to be safe, the City has decided to request this deferral.

Due to the project's regional significance, the City remains committed to submitting a construction obligation package to ADOT as soon as possible and to advertise / bid for construction in late fall 2010.

Thank you for your consideration of this request. Feel free to contact Shane Silsby at (602) 534-7105 or at shane.silsby@phoenix.gov if further questions arise.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wylie Bearup'.

Wylie Bearup, PE, PhD
Street Transportation Director

WB/RD/SS/yr/S:\PDP\Silsby\2010\SS0403.doc

Cc: Shane Silsby
Marshall Riegel



City of Phoenix

STREET TRANSPORTATION DEPARTMENT

April 16, 2010

Mr. Stephen Tate
Maricopa Association of Governments
302 North 1st Avenue, Suite 300A
Phoenix, AZ 85003

Re: Deferral Justification Letter for PHX09-871

Dear Mr. Tate:

The City of Phoenix is requesting deferral of the above project which is located within various locations throughout the city. This project proposes to pave approximately 18 miles of unpaved alleys. Originally programmed in the TIP for FY2009, this request would defer the project for a second time to FY2011. The estimated total cost of this project is \$666,667 with \$466,667 coming from federal funds. The project is progressing through the design phase and may be submitted to the ADOT – Local Government Section for construction obligation late this summer.

This project was previously deferred so that it could be combined with another CMAQ alley paving project (PHX13-904 also requesting deferral) to obtain more favorable construction prices. The primary reason for this deferral request centers around a significant increase in the project schedule for obtaining environmental clearances, due to a lack of staffing within ADOT's Environmental Programs Group, which prohibits the project from being submitted for the next phase of obligation. The project will move forward from that point and may receive construction obligation this fiscal year, however, to be safe, the City has decided to request this deferral.

As the local matching funds remain programmed for this project, the City is committed to submitting a construction obligation package to ADOT once clearances are received and to advertise / bid for construction in late fall 2010.

Thank you for your consideration of this request. Feel free to contact Shane Silsby at (602) 534-7105 or at shane.silsby@phoenix.gov if further questions arise.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wylie Bearup'.

Wylie Bearup, PE, PhD
Street Transportation Director

WB/RD/SS/yr/S:\PDP\Silsby\2010\SS0404.doc

Cc: Shane Silsby
Chris Turner-Noteware



City of Phoenix

STREET TRANSPORTATION DEPARTMENT

April 16, 2010

Mr. Stephen Tate
Maricopa Association of Governments
302 North 1st Avenue, Suite 300A
Phoenix, AZ 85003

Re: Deferral Justification Letter for PHX09-872

Dear Mr. Tate:

The City of Phoenix is requesting deferral of the above project which is located within various locations throughout the city. This project proposes to pave approximately 3 miles of unpaved roads. Originally programmed in the TIP for FY2009, this request would defer the project for a second time to FY2011. The estimated total cost of this project is \$1,500,000 with \$1,050,000 coming from federal funds. The project is progressing through a re-scoping effort and may be submitted to the ADOT – Local Government Section for construction obligation late this fall.

The primary reason for this deferral request is to obtain additional time to re-scope the project as no unpaved streets currently exist that are fully within City right-of-way and able to be paved. Therefore, the City of Phoenix is in the process of requesting to instead convert these funds to facilitate paving of urban alleys with unique traffic volumes. The project will move forward from that point but is unlikely to receive construction obligation this fiscal year.

As the local matching funds remain programmed for this project, the City is committed to submitting a construction obligation package to ADOT once re-scoping efforts are complete and to advertise / bid for construction in winter 2010/2011.

Thank you for your consideration of this request. Feel free to contact Shane Silsby at (602) 534-7105 or at shane.silsby@phoenix.gov if further questions arise.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wylie Bearup'.

Wylie Bearup, PE, PhD
Street Transportation Director

WB/RD/SS/yr/S:\PDP\Silsby\2010\SS0401.doc

Cc: Shane Silsby
Chris Turner-Noteware



Transportation Department

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

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

April 16, 2010

Steve Tate
Maricopa Association of Governments (MAG)
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Deferral of Project SCT07-606

Dear Mr. Tate:

The City of Scottsdale requests deferral of project SCT07-606.

This project involves adding paved shoulders and edge treatments to the segment of Dynamite Road between Pima and Alma School Roads to reduce the number of cars using the unpaved shoulders and provide a safer place for bicyclists to ride. The current estimated project budget is \$1,000,000 with \$500,000 Federal funding (CMAQ).

Project SCT07-606 was originally programmed in FY 2007 and was deferred due to lack of local matching funds three times. Those funds have now been identified and we are ready to move the project forward to take advantage of the current bidding climate. A design consultant has been hired and ADOT has indicated that we will have a TRACS number within the next two weeks. As the City of Scottsdale is now self-certified for administration of Federal highway projects, Scottsdale will review and coordinate this project through the FHWA and ADOT processes.

Since it is unlikely that the design and environmental work will be completed in time to bid the project this year, it is necessary to defer the project one more fiscal year.

Sincerely,

A handwritten signature in black ink, appearing to read "David Meinhart", is written over a light blue horizontal line.

David Meinhart
Transportation Director

Attachment: Deferral or Federal Fund Removal Request Form



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

Deferral or Federal Fund Removal Request Form for Federal FY 2010 Closeout

Instructions:

Please complete the form below for a deferral or federal fund removal request. If you are requesting that the project be deferred a second time to a later year in the MAG Transportation Improvement Program (TIP), a justification letter must be submitted as well. Please review the *Deferral Justification Letter Requirements*. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the deferral request form for the Federal FY 2010 Closeout.

Please submit the completed form to Stephen Tate, via e-mail: state@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Stephen M. Tate at 602.254.6300. **Please make the best effort to submit this request by April 19, 2010.**

Section A: Contact Information

Name of Agency: Scottsdale

Name of Requestor: **Dave Meinhart**

Telephone: **480-312-2010**

E-mail: **dmeinhart@scottsdaleaz.gov**

Section B: Project Details

TIP #: **SCT07-606**

Mode: AQ or TDM

TRACS #: Please enter TRACS# here

Location: **Dynamite Road from Pima to Alma School**

Description of Work: **Add paved shoulders and edge treatment**

<u>Current Year Programmed</u>	<u>Current Total Project Costs</u>	<u>Current Federal Fund Costs</u>	<u>Current Local Costs</u>
2010	\$1,000,000	\$500,000	\$500,000

Section C: Deferral or Federal Fund Removal Request

- Requesting Project to be Deferred. If checked please provide information for the items below:
- Please enter the year the project is to be deferred to in the TIP. 2011
 - Please check the following box to indicate whether the project has been deferred from previous TIPs.
 - If the project has been deferred from a previous TIP, please enter the number of times it has been deferred. 3-times
 - Please check the following box, if the Lead Agency will be submitting a justification memo.
- Request to remove Federal funds from the project. If the project will be completed, please check the following box and enter the year to be programmed. Not Applicable



City Manager's Office
16000 N Civic Center Plaza
Surprise, Arizona 85374
Phone 623-222-1100
Fax 623-222-1021

April 16, 2010

Mr. Steve Tate
Transportation Planner
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: Justification for Deferring the Pave Unpaved Roads project located Rural Area west of 219th Ave between Pinnacle Peak and Deer Valley

Dear Mr. Tate,

We are requesting SUR09-820 Tracs # CM-SUR-0(206)A to defer the project to FY2011 and to reduce the local match from \$686,700 to \$86,700. The project is currently programmed with \$1,602,302 of federal funds and a total project cost of \$2,289,002. The project was originally programmed in FY2008 and has been deferred once.

The project is delayed due to fact that Arizona Department of Transportation (ADOT) was overloaded with American Recovery and Reinvestment (ARRA) projects and the review has taken a long time than expected. The 30% plans were submitted to ADOT for review on Dec10, 2009. The plan comments were due back on January 10, 2010. We have received the comments from ADOT on April 14, 2010. Judging from the current ADOT review pace, we will not be able to get all the plans approved by ADOT by end of August. City is committed to complete the project by providing the required resources. We have contacted the ADOT Local Government Project Manager and revised the schedule. In addition, there are some additional environment issues such as 404, cultural clearance we are addressing per latest comments from ADOT. Right of Way acquisition will begin once Environmental Clearance is obtained. It is anticipated the project will be ready for obligation by January 2010.

As stated earlier, we are requesting to reduce the local match to \$86,700. The new total project cost is estimated to be \$1,689,002 based on the engineers estimate. The City has already incurred the cost of \$260,000 for design fees and \$10,000 for ADOT fees. Therefore, we are requesting to reduce the local match without any change to the federal funds.

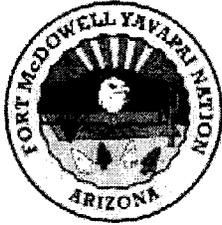
We appreciate your assistance in this matter and look forward to a continued partnership with MAG. Please call Suneel Garg, PE, at 623-222-6130 should you have any questions on this submittal.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark P. Coronado". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mark Coronado
Interim City Manager

Attachment: Revised Project Schedule



Fort McDowell Yavapai Nation

P.O. Box 17729, Fountain Hills, AZ 85269

Phone (480) 789-7741

Fax (480) 789-7748

Community and Economic Development Division

Planning and Development • Housing • Environmental • Public Works

April 28, 2010

Ms. Eileen O. Yazzie
Transportation Programming Manager
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

RE: Deferral Justification for FTM09-903C: Fort McDowell Paved Dirt Roads Project

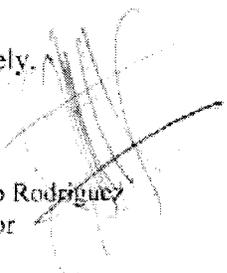
Dear Ms. Yazzie,

The development of the design phase of the above project has hit a problem during the environmental clearance process and the Fort McDowell Yavapai Nation (Nation) does not expect to be able to authorize the design funds for the construction phase of the project by the end of the current federal fiscal year. As a result, the Nation requests to defer those construction funds until FY 2012.

Following the development of the necessary Intergovernmental Agreement, the design consultant team was well underway with the Design Concept Report process last year and early variations of the design plans. However, some Desert Bald Eagle nesting sites were recently identified in the vicinity of the project. These will likely be affected by field activities associated with the design phase (such as coring to ascertain the geotechnical structure of some of the affected roadways and washes), as well as any future roadway construction activities. A mitigation phase is currently underway with ADOT Environmental Staff and the design team's Environmental Consultant. It is anticipated that the design will eventually proceed and that construction activities will be allowed to move forward during the few months of the year when the eagle nesting period is over.

As mentioned in previous communications, the Nation expects to meet with MAG Transportation Programming and Air Quality staff members to restructure the current federally funded projects within the Nation's borders, based on additional information gathered by the design team and a refinement of the priorities decided by the Tribal Council.

Sincerely,



Alfonso Rodriguez
Director



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

May 18, 2010

TO: Members of the MAG Regional Council

FROM: Dean Giles, Air Quality Planning Program Specialist

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

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

Previously, on January 27, 2010 and September 30, 2009, a status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example.

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

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

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

Attachment

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

May 4, 2010

	Remaining Projects	CMAQ Allocated	Status
FY 2008 CMAQ			
Approved October 2007			
	Gilbert (1)	\$180,246	The sweeper is expected in Spring 2010.
Approved June 2008			
	Phoenix (2)	\$396,000	Delivery of the two street sweepers is expected by July 30, 2010.
Total Remaining Project Costs		\$576,246	
FY 2009 CMAQ			
Approved January 2009			
	Gilbert (2)	\$398,662	These sweepers are expected in Spring 2010.
	Phoenix (2)	\$280,900	Delivery of the two street sweepers is expected by July 30, 2010.
Approved July 2009			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by September 11, 2010.	Phoenix	\$62,696	Delivery of the two street sweepers is expected by July 30, 2010.
	Youngtown	\$164,659	Procurement of sweeper is underway.
	Buckeye	\$209,871	Street sweeper was ordered on April 21, 2010.
Total Remaining Project Costs		\$1,116,788	
Grand Total Remaining Project Costs FY 2008 - FY 2009		\$1,693,034	

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

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

DATE:

May 18, 2010

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involve several projects, including a new ADOT pavement project on Interstate-17, two Glendale pedestrian projects combined into a single project, and a series of safety projects in various MAG cities and towns. 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 May 21, 2010.

PUBLIC INPUT:

An opportunity for public comment was provided at the May 12, 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 May 12, 2010 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

- | | |
|--|--|
| Mark Pentz, Chandler, Chair | Bill Hernandez, Guadalupe |
| Carl Swenson, Peoria, Vice Chair | Darryl Crossman, Litchfield Park |
| # George Hoffman, Apache Junction | Scott Butler for Christopher Brady, Mesa |
| Charlie McClendon, Avondale | Jim Bacon, Paradise Valley |
| David Johnson for Stephen Cleveland,
Buckeye | Karen Peters 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 |
| Pat Dennis for B.J. Cornwall, El Mirage | Dave Richert, Scottsdale |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Michael Celaya for Mark Corona, Surprise |
| # Julie Ghetti for Rick Davis, Fountain Hills | Jeff Kulaga for Charlie Meyer, Tempe |
| Rick Buss, Gila Bend | * Reyes Medrano, Tolleson |
| * David White, Gila River Indian Community | # Gary Edwards, Wickenburg |
| Tami Ryall for Collin DeWitt, Gilbert | # Mark Hannah for Lloyce Robinson,
Youngtown |
| Brent Stoddard for Ed Beasley, Glendale | Steve Hull for John Halikowski, ADOT |
| Mark Gaillard for John Fischbach,
Goodyear | Kenny Harris for David Smith,
Maricopa County |
| | David Boggs, Valley Metro/RPTA |

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

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 18, 2010

SUBJECT:

American Recovery and Reinvestment Act Update and Guidance

SUMMARY:

In January 2010, the MAG Regional Council approved that guidelines for programming American Recovery and Reinvestment Act (ARRA) Local funds from project savings. The guidelines include a provision that a jurisdiction whose ARRA project savings are greater than \$200,000 and have a another eligible project that can meet the obligation deadline set by ADOT and FHWA can reallocate the project savings to the new project. Since that time, all ARRA projects in the MAG region obligated prior to the established deadline of March 2, 2010. Currently, ARRA-funded projects are going out for construction bid, and it is expected that all bids will be finalized by the end of May 2010. On May 12, 2010, the Management Committee discussed the \$200,000 threshold and the concerns of smaller member agencies for returning their bid savings when they might be able to utilize the funds on other eligible projects. The Management Committee recommended that the \$200,000 threshold be eliminated and if a jurisdiction has projects that can meet all of the requirements that it be allowed to move the projects forward. An update and additional guidance regarding the deobligation and utilization of ARRA funds are provided.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: All jurisdictions will have the opportunity to obligate their MAG sub-allocated ARRA funds regardless of savings.

CONS: The oversight and administrative requirements of ARRA projects is time-consuming and not always cost-effective for small scale projects. Given ADOT's current capacity and the short-timeline remaining to obligate funds, ARRA projects which have not yet begun the federal process do not have the time required to obligate on time. It is unknown how many new projects will be proposed, and if ADOT has the capacity to review them.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Jurisdictions may submit projects for ADOT review regardless of savings from ARRA projects. MAG will add new projects to the Transportation Improvement Plan (TIP) as requested. Member agencies would need to demonstrate the ability to completely fund the project since the TIP is a financially constrained document and no additional ARRA savings are expected to be available.

POLICY: As stated.

ACTION NEEDED:

Approval that the approved guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds be modified to eliminate the \$200,000 threshold and if a jurisdiction has projects that can meet all of the requirements that it be allowed to move the projects forward.

PRIOR COMMITTEE ACTIONS:

Management Committee: On May 12, 2010, the Management Committee recommended approval that the approved guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds be modified to eliminate the \$200,000 threshold and if a jurisdiction has projects that can meet all of

the requirements that it be allowed to move the projects forward. The motion passed, with 17 voting Yes; nine voting No (*Italics*); and two Abstaining (**shaded**).

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
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Pat Dennis for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- # Julie Ghetti for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- 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
- Scott Butler for Christopher Brady, Mesa*
- Jim Bacon, Paradise Valley*
- Karen Peters for David Cavazos, Phoenix*
- John Kross, Queen Creek*
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dave Richert, Scottsdale
- Michael Celaya for Mark Corona, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe*
- * Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- # Mark Hannah for Lloyce Robinson, Youngtown
- Steve Hull for John Halikowski, ADOT**
- Kenny Harris for David Smith, Maricopa Co.**
- David Boggs, Valley Metro/RPTA**

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

MAG Transportation Review Committee: On April 29, 2010, a general update and guidance of the ARRA program was provided to the Transportation Review Committee.

MEMBERS ATTENDING

- Peoria: David Moody
- * ADOT: Floyd Roehrich
- * Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer for Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- * Gilbert: 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: Rick Naimark
- Queen Creek: Troy White
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Bob Beckley
- # 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
- * TS Committee: Debbie Albert

- Bicycle/Pedestrian Committee: Peggy Rubach
- * Transportation Safety Committee: Kerry Wilcoxon

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

CONTACT PERSON:

Eric Anderson, MAG Transportation Director, or Alice Chen, Transportation Planner II, (602) 254-6300.

May 18, 2010

TO: Members of the MAG Regional Council

FROM: Alice Chen, Transportation Planner II

SUBJECT: Programming of Local MPO American Recovery and Reinvestment Act (ARRA) Funds –
General Update

This memorandum provides an update on the status of existing American Recovery and Reinvestment Act (ARRA) projects, the process going forward as construction bids are realized, and options for utilization of unobligated ARRA funds.

Existing Projects Update

All projects and all ARRA funds in the Maricopa Association of Governments (MAG) region were obligated prior to the March 2, 2010 federally mandated deadline. In determining the amount of funds to be obligated, the Federal Highway Administration (FHWA) would not allow the Arizona Department of Transportation (ADOT) to obligate an amount greater than the construction estimate. The final obligation amount was in some cases different from what was allocated to each project or jurisdiction. As a result of the process, there was approximately \$1.3 million in excess MAG sub-allocated funds after all projects were obligated. ADOT swept the funds and applied it toward a statewide project and in exchange, gave MAG the same amount in Surface Transportation Program (STP) funds, to be used toward locally sponsored projects. These funds are available to the MAG local jurisdictions although they now have STP eligibility requirements.¹ One difference of note, STP funds are not limited to construction and may be used for design. The guidelines for utilization of STP funds for design are described in a section below.

Deobligation Process

Projects that are administered by ADOT will be set out to bid on a rolling basis with the last projects being bid in middle of May 2010. It is expected that final bid savings will be realized in early June 2010. ADOT will send each jurisdiction a letter (Appendix A) stating the bid amount and the amount that will be deobligated. The deobligation amount will be funds allocated to the project, less construction cost, administrative and contingency fees, and any previously authorized for engineering and design. The current standard for ADOT administered construction projects is to require fifteen percent (15 percent) contract and administration funds and five percent (five percent) contingency funds. Project which have higher bid amounts than what has been allocated will need to have additional funds identified, or have its scope reduced. Deobligated funds will be

¹ To review the STP federal eligibility guidelines, please review the document
http://www4.law.cornell.edu/uscode/html/uscode23/usc_sec_23_00000133----000-.html.

returned to MAG to be reallocated based on policies previously approved by regional council and the MAG approved project lists.

Jurisdictions that have justification for a different deobligation amount, or have requests for change orders, will need to submit a request and any supporting documentations to ADOT within fourteen (14) days upon receipt of the letter. If additional information is required, jurisdiction will have seven (7) days to respond. It is critical that locals move quickly because ADOT is required by law to deobligate funds in a timely manner. Any delay in the deobligation process may lead to loss of funds to the jurisdiction and to the MAG region.

Projects are authorized with funds (typically five percent) to cover overruns and Change orders. If bid savings are realized on a project, a jurisdictions may request a change order to that project if the new work: 1) is already included in the approved environmental clearance, 2) does not include any new right of way, 3) is consistent with the current scope of the project (does not expand the scope to include new work elements), 4) the change order does not exceed 15-20 percent of the bid including any utility adjustments or other incidental items. *This is a highly unusual situation and applies only in a select few cases.* If a jurisdiction would like to increase the work to be done, and the additional work does not qualify as a change order, the jurisdiction would need to request the additional work as a new project which will need to meet the guidance and deadlines of projects eligible for ARRA funding set forth by MAG.

STP funds for Design Projects

On January 27, 2010, the MAG Regional Council voted to allow the exchange of ARRA funds for STP-ADOT funds. STP-ADOT funds must also be obligated by **September 30, 2010**, and projects for consideration must still adhere to the project-ready concept set forth by ARRA funding. STP-ADOT funds in some cases have greater flexibility than ARRA funds although unlike ARRA, STP-ADOT funds require a **5.7 percent local match**. While ARRA could not be applied toward design-only projects, jurisdictions may utilize STP for design if the federal process is followed and authorization is received prior to expenditure. *While this is an option, like ARRA projects, projects that can obligate will be evaluated on a case-by-case basis.* As well, projects which use federal funds for design must complete construction within 10 years or the design funds must be repaid to the federal government. The guidelines for utilizing STP funds for design are as follows:

1. If the design procurement followed the federal process then the jurisdiction can make a request for authorization of unspent local funds to be supplanted by federal STP funds.
2. Funds must be authorized before they can be spent. Any funds spent prior to federal authorization cannot be reimbursed.
3. For the design process to be federalized, the selection of an engineering services contract would require review by the ADOT Engineering Consultants Section (ECS) and subsequently follow the federal hiring and advertising process.
4. Certified Acceptance (CA) agencies do not require ADOT ECS review but still need ADOT review of the National Environmental Policy Act (NEPA) documentation.
5. All projects using federal funds for design must follow the environmental process required by NEPA regardless of whether or not project construction is federally or locally funded.

New Projects/Next Steps

A call for projects was sent to members of the MAG Transportation Review Committee and Intergovernmental Representatives on Monday, March 29, 2010, for consideration of unobligated ARRA funds. Projects that require Transportation Improvement Program (TIP) numbers are included in the agenda for approval by the Regional Council meeting scheduled for April 28, 2010 (Appendix B). Inclusion in the TIP does not automatically ensure that the project will be evaluated by ADOT, can obligate by September 30,

2010, or will receive any additional ARRA funding. It will simply allow the project to move forward in the federal process, especially with respect to obtaining the required environmental clearance. ADOT will not review a NEPA document until it is in the TIP and a TRACS number is assigned. A table of projects with a TIP ID that were submitted for ARRA funding consideration is shown in Appendix C. These projects may require an amendment or administrative modification to the TIP to reflect new or additional funding sources, however, those updates will not be made until the funding is identified. Local Jurisdictions should work with ADOT, FHWA to determine the use of unobligated ARRA funds.

MAG staff is available to work with your jurisdiction to answer questions. Please contact Alice Chen or Eileen Yazzie at (602) 254-6300.

March 8, 2010

Dear

Thank you for your efforts to meet the March 2, 2010, deadline set by the American Recovery and Reinvestment Act (ARRA) to obligate 100% of the ARRA funds sent to Arizona.

We now need to work on deobligating bid savings and reobligating the funds prior to September 1, 2010, to ensure funds stay in Arizona. Once bid savings are identified, the Arizona Department of Transportation (ADOT) will notify the local project sponsor of the amount and date the funds will be deobligated (14 days from the date of the notice). The local project sponsor may provide a written justification to ADOT and the Federal Highway Administration (FHWA) if it believes the amount should differ; otherwise, ADOT will proceed with timely deobligation.

ADOT anticipates completing deobligations by June 18, 2010. On June 19, 2010, ADOT will notify each Council of Government and Municipal Planning Organization (COG/MPO) of the total amount of deobligated funds being returned to them from local projects. The COGs/MPOs will then be responsible for providing a plan to ADOT and FHWA for using these funds on new or existing ARRA projects by July 15, 2010. The projects selected must be submitted to ADOT for funding authorization by no later than July 30, 2010.

ADOT will use any unobligated funds as of August 15, 2010, on one or more state projects to ensure we do not lose any ARRA funding.

If you have any questions, please contact _____ in ADOT Intermodal Transportation Division (ITD) Local Government at 602-712-XXXX.

Sincerely,

John S. Halikowski

APPENDIX B

TABLE E: Amendments and Administrative Modifications to the MAG FY2008-2012 Transportation Improvement Program (TIP)

NOTE: Before a project can obligate, ADOT must complete the review and approval process. ADOT cannot initiate the review process until (1) the project is listed in an approved Transportation Improvement Program (TIP) and (2) a TRACS number is assigned. The listing below includes projects that have need TIP IDs to initiate the review federal process. Funding sources will be adjusted in an administrative modification contingent on (1) funding availability and (2) the project's ability to obligate in FFY 2010. These projects must be listed in an approved TIP to be candidates to receive ARRA bid savings.

Potential ARRA Bid Savings Projects/Projects Needing TRACS Numbers to Initiate the Federal Review Process at ADOT

TIP ID	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
APJ10-801ABS	Apache Junction	Ironwood Drive: 16th Avenue to Broadway Avenue	Design and Reconstruction of Pavement	2010	0.5 mi	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,165,000.
AVN10-801ABS	Avondale	Avondale City Hall (Traffic Operations Center)	Construct Interim Traffic Operations Center	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$880,130
BKY10-806ABS	Buckeye	Apache Road and UPRR	Improve crossing at Apache Road	2009	120'	---	---	---	---	---	---	Amend: Add new project. Total cost is \$230,000.
CVK10-801ABS	Cave Creek	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	2010	0	---	---	---	---	---	---	Amend: Add new project. Total cost is \$136,000.
ELM08-801ABS	El Mirage	El Mirage Rd - Olive to Cactus	Micro-seal Pavement Surface	2010	2	---	---	---	---	---	---	Amend: Add new project. Total Cost \$414,905.
FTH11-101ABS	Fountain Hills	Shea Blvd: Saguaro Blvd to Fountain Hills Blvd	Mill and Overlay	2010	2	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,081,614.
GBD10-801ABS	Gila Bend	Maricopa Road near Mile Marker 3, North side	Monument Signage	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$17,500.
GLB06-201RABS	Gilbert	Eastern Canal: Guadalupe Rd to Elliot Rd (Santan Vista Trail phase II)	Design and construct multi-use path	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$795,000.
GLB07-302ABS	Gilbert	Eastern Canal: Elliot Rd to Warner Rd (Santan Vista Trail phase III)	Design and construct multi-use path	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$592,000.
GLN08-801ABS	Glendale	Bell Rd. Pavement Overlay: 51st Ave. to 59th Ave.	Pavement overlay	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$813,871.
GLN08-802ABS	Glendale	Various Locations Citywide	Upgrade traffic signal controllers	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$250,000.
GLN08-803ABS	Glendale	Bell Rd. Pavement Overlay: 59th Ave. to 70th Ave.	Pavement overlay	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,394,960.
GLN08-804ABS	Glendale	Various Locations Citywide	Modernize traffic signals	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$750,000.
GLN08-805ABS	Glendale	Downtown Alleyways: 58th Ave. to 57th Ave.	Design downtown alleyways for safe pedestrian circulation	2010	0	---	---	---	---	---	---	Amend: Add new project. Total Cost \$211,400.
GLN08-806ABS	Glendale	Various Locations Citywide	22 CCTV cameras and 6 Ethernet installations	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$220,000.
GUA08-801ABS	Guadalupe	La Cuarenta Neighborhood	Install pavement and curb & gutter and sidewalk for five street segments in the La Cuarenta	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$888,074.
GUA08-802ABS	Guadalupe	Calle Vauo Nawi from Colonia Estrella to Calle Guadalupe	Widen the roadway and install pavement, curb & gutter, sidewalk and street lights	2010	0	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,892,000.
LPK10-801ABS	Litchfield Park	Litchfield Rd: Wigwam Blvd to Camelback Rd	Roadway rehabilitation and restoration, including patching and microseal	2010	1	---	---	---	---	---	---	Amend: Add new project. Total cost is \$384,000.
MES13-905ABS	Mesa	Consolidated canal: 8th Street to Lindsay Road	Design and Construct of a 10-foot wide concrete pathway	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,570,000.
MES08-801ABS	Mesa	Arterial Pavement Preservation along University Dr: Sossaman to 80th Street, 80th Street to Hawes and Hawes to 88th Street and along Southern Ave: Greenfield Rd to Higley Rd. (Group 4 - Phase 1)	Arterial Pavement Preservation project	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$3,130,782.

APPENDIX B

TABLE E. Amendments and Administrative Modifications to the MAG FY2008-2012 Transportation Improvement Program (TIP)

NOTE: Before a project can obligate, ADOT must complete the review and approval process. ADOT cannot initiate the review process until (1) the project is listed in an approved Transportation Improvement Program (TIP) and (2) a TRACS number is assigned. The listing below includes projects that have need TIP IDs to initiate the review federal process. Funding sources will be adjusted in an administrative modification contingent on (1) funding availability and (2) the project's ability to obligate in FFY 2010. These projects must be listed in an approved TIP to be candidates to receive ARRA bid savings.

Potential ARRA Bid Savings Projects/Projects Needing TRACS Numbers to Initiate the Federal Review Process at ADOT (Cont'd)

TIP ID	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
MES08-802ABS	Mesa	Arterial Pavement Preservation Recker Rd: Main Street to Broadway Rd, Sossaman Rd: Ray Rd to Avery, Southern Ave: Gilbert to 24th St and 24th St to Lindsay Rd, and Signal Butte Rd: US 60 to Southern Ave. (Group 4 - Phase 2)	Arterial Pavement Preservation project	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,930,566.
MES08-803ABS	Mesa	Arterial Pavement Preservation Recker Rd., Southern Ave., Stapley Dr., and Signal Butte Rd. (Group 5)	Arterial Pavement Preservation project	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$3,860,422.
PHX08-801ABS	Phoenix	Pavement Preservation (North Area) Phase 2	Pavement Preservation	2010	13	---	---	---	---	---	---	Amend: Add new project. Total Cost \$6,600,000.
PHX08-802ABS	Phoenix	Pavement Preservation (Central Area) Phase 2	Pavement Preservation	2010	16	---	---	---	---	---	---	Amend: Add new project. Total Cost \$8,100,000.
PHX08-803ABS	Phoenix	Pavement Preservation (South Area) Phase 2	Pavement Preservation	2010	5	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,400,000.
PHX08-804ABS	Phoenix	Bridge Deck Rehabilitation Phase 2	Bridge Deck Rehabilitation	2010	5 Structures	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,125,000.
PHX08-805ABS	Phoenix	Bridge Joint Rehabilitation Phase 2	Bridge Joint Rehabilitation	2010	5 Structures	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,175,000.
PHX08-806ABS	Phoenix	Citywide Corridors	Inventory/Programming & Procure/Install Traffic Control Signs- Phase III	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,500,000.
SCT08-801ABS	Scottsdale	Various Locations	Construction for Mill & Replace	2010	varies	---	---	---	---	---	---	Amend: Add new project. Total Cost \$757,088.
SCT08-802ABS	Scottsdale	Various Locations	Replace traffic signal controllers and cabinets	2010	varies	---	---	---	---	---	---	Amend: Add new project. Total Cost \$450,000.
SCT08-803ABS	Scottsdale	Various Locations	Preliminary engineering, design and construction for Mill & Replace	2010	varies	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,486,832.
SCT08-804ABS	Scottsdale	Pima Road: McDowell to Thomas	Design for widening of Pima Road from two lanes to four, including intersection and drainage	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$8,500,000.
TMP13-119ABS	Tempe	Elliott Road: Kyrene Road to I-10	Asphalt - Mill and Overlay	2010	2	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,500,000.
TMP14-129ABS	Tempe	Hardy Drive: Broadway Road to Southern Ave.	Street Rehabilitation	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$620,000.
TMP14-134ABS	Tempe	Various federal functionally classified roadways	Arterial Street Reconstruction and Improvements	2010	0	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,175,900.
TMP15-138ABS	Tempe	Broadway Road: Mill Avenue to Evergreen Road	Asphalt Mill and Overlay	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,150,000.

Existing TIP Projects Submitted for additional ARRA Funding

Project Information				Existing in TIP							Requested Change					Funding Request				
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Funding	ARRA Cost	Federal Cost	Local Cost	Regional Cost	Total Cost	ARRA Cost	Federal Cost	Local Cost	Regional Cost	Total Cost	Additional Funding	Replace Local Match Funding	Total Request Amt	Notes
AVN08-811	AVONDALE	Avondale City Hall (Traffic Operations Center)	Construct Interim Traffic Operations Center	2010	n/a	CMAQ	\$0	\$488,130	\$0	\$0	\$488,130	\$400,000	\$488,130	\$0	\$0	\$888,130	\$400,000	\$0	\$400,000	For construction of project.
AVN09-802	AVONDALE	Dysart Road- Van Buren to I-10	Preliminary Engineering, design and construction for Mill & Replace existing asphalt	2010	2.5	ARRA	\$179,699	\$0	\$222,094	\$0	\$401,793	\$401,793	\$0	\$0	\$0	\$401,793	\$0	\$222,094	\$222,094	Replacing local cost with Federal ARRA.
CHN120-07C	Chandler	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	2010	0.5	ARRA, Local & RARF	\$2,288,700	\$0	\$1,711,300	\$3,629,000	\$7,629,000	\$4,369,967	\$0	\$0	\$0	\$4,369,967	\$2,081,267	\$0	\$2,081,267	Replacing regional cost with Federal ARRA.
CHN130-08C	Chandler	Ray Rd at Alma School Rd	Construct intersection improvements	2008	0.5	Local	\$0	\$0	\$1,492,000	\$5,248,000	\$6,740,000	\$1,492,000	\$0	\$0	\$5,248,000	\$6,740,000	\$1,492,000	\$0	\$1,492,000	Replacing regional cost with Federal ARRA.
CHN08-801	Chandler	Airport Blvd at Cooper/Germann Rd	Realign Airport Blvd to connect with Cooper Rd at Germann Rd	2008	0.5	Local	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$1,000,000	\$1,300,000	\$200,000	\$2,500,000	\$5,000,000	\$1,000,000	\$0	\$1,000,000	Need Additional Funding. FAA Project.
GDL04-301	Guadalupe	Calle Guadalupe	Install 10' trail as part of the Sun Circle Trail System	2010	0.5	STP-TEA	\$0	\$500,000	\$60,000	\$0	\$560,000	\$28,080	\$500,000	\$31,920	\$0	\$560,000	\$28,080	\$0	\$28,080	Replacing local cost with Federal ARRA. STP requires a 5.7% local match.
GDL05-202	Guadalupe	Calle Guadalupe	Install curb, gutter and sidewalk to a portion of Calle Guadalupe to improve pedestrian safety	2010	0.5	CMAQ	\$0	\$547,000	\$340,000	\$0	\$887,000	\$340,000	\$547,000	\$0	\$0	\$887,000	\$340,000	\$0	\$340,000	Replacing local cost with Federal ARRA.
GDY09-802	Goodyear	Yuma Rd at Bullard Wash	Construction of new six-lane bridge. Bridge	2009	2,400'	STP-MAG	\$0	\$1,046,000	\$214,000	\$0	\$1,260,000	\$5,500,000	\$1,046,000	\$214,000	\$0	\$6,760,000	\$5,500,000	\$0	\$5,500,000	For construction of project.
GLB06-201R	Gilbert	Eastern Canal	Santan Vista Trail-phase I	2010	2	CMAQ	\$0	\$636,000	\$159,000	\$0	\$795,000	\$2,546,536	\$1,136,000	\$0	\$0	\$3,682,536	\$2,044,536	\$251,000	\$2,295,536	Higher cost estimate plus displace local and regional funds.
GLB07-302	Gilbert	Combined with GLB06-201R		2010	2	CMAQ	\$0	\$500,000	\$92,000	\$0	\$592,000									
GLB09-801	Gilbert	Various Locations	Mill & overlay and street maintenance improvements	2010	16.6	ARRA	\$5,306,313	\$0	\$0	\$0	\$5,306,313	\$5,944,526	\$0	\$0	\$0	\$5,944,526	\$638,213	\$0	\$638,213	
GLN09-609	Glendale	Skunk Creek/Union Hills Dr.	Design and construct multi-use path under Union Hills Dr.	2009	0.1	CMAQ	\$0	\$147,228	\$161,772	\$0	\$309,000	\$300,000	\$147,228	\$161,772	\$0	\$609,000	\$300,000	\$0	\$300,000	PE shows higher cost estimate.
MES08-602R	Mesa	North-South Pedestrian Path: Phase 2 - 1st Street to Convention	Pedestrian Project in downtown. Path enhancements from 1st Street to the Convention Center.	2011	1.00	CMAQ	\$0	\$253,673	\$83,717	\$0	\$337,390	\$83,717	\$253,673	\$0	\$0	\$337,390	\$0	\$83,717	\$83,717	Replace local match.
MES08-604	Mesa	East Loop ITS Device Deployment (RMF and US 60)	Install traffic cameras and connect traffic signal controllers to existing fiber-optic lines in the Loop 202 US 60 freeway corridors	2010	8	CMAQ	\$0	\$838,700	\$359,400	\$0	\$1,198,100	\$359,400	\$838,700	\$0	\$0	\$1,198,100	\$0	\$359,400	\$359,400	Replace local match.
MES09-809	Mesa	ITS Signal Conversions - Phase 4A (W. Broadway Corridor)	Install fiber optic communications	2010	5	CMAQ	\$0	\$651,254	\$992,746	\$0	\$1,644,000	\$992,746	\$651,254	\$0	\$0	\$1,644,000	\$0	\$992,746	\$992,746	Replace local match.
MES10-810	Mesa	ITS Signal Conversions - Phase 4B (W. US 60 Corridor)	Install fiber optic communications	2010	8.5	CMAQ	\$0	\$709,973	\$1,893,027	\$0	\$2,603,000	\$1,893,027	\$709,973	\$0	\$0	\$2,603,000	\$0	\$1,893,027	\$1,893,027	Replace local match.
MES13-905	Mesa	Consolidated Canal Path: Lindsay to Baseline Rds	Development of 1.5 miles of multi-use path system, northeast, along the Consolidated Canal from Lindsay Road to Baseline Road.	2013	1.50	CMAQ	\$0	\$1,099,000	\$471,000	\$0	\$1,570,000	\$471,000	\$1,099,000	\$0	\$0	\$1,570,000	\$0	\$471,000	\$471,000	Replace local match.
MMA09-811	Maricopa County	Old US-80 Bridge over Gila River	Rehabilitation and historic preservation of bridge.	2010-2011	0.1	BR-Bridge Funding/STP-TEA	\$0	\$1,500,000	\$6,200,000	\$0	\$7,700,000	\$6,105,000	\$1,500,000	\$0	\$0	\$7,605,000	\$6,105,000	\$0	\$6,105,000	Replace local match.
MMA10-815	Maricopa County	99th Ave: Olive Ave to Bell Rd	Install conduit and fiber-optic cable to connect existing and planned ITS field devices.	2010	5.0	CMAQ	\$0	\$492,962	\$0	\$657,038	\$1,150,000	\$657,038	\$492,962	\$0	\$0	\$1,150,000	\$657,038	\$0	\$657,038	Replace local match.
MMA11-724	Maricopa County	Forest Road: McDowell Mountin Rd to Rio Verde Drive	Add paved dirt shoulder and bike lane on both sides. (New paved shouldrs will be 5 feet wide; bike lane will be striped on the new shoulders.)	2011	2.3	CMAQ	\$0	\$400,000	\$130,000	\$0	\$530,000	\$590,000	\$400,000	\$0	\$0	\$990,000	\$590,000	\$0	\$590,000	Replace local match. Not sure the shoulder is eligible for ARRA.
PHX07-315	Phoenix	7th Ave at the ACDC Canal	Construct Multi Use Underpass	2010	0.01	CMAQ	\$0	\$1,750,000	\$1,158,300	\$0	\$2,908,300	\$1,158,300	\$1,750,000	\$0	\$0	\$2,908,300		\$1,158,300	\$1,158,300	Replace local match.
PHX09-808	Phoenix	Citywide Corridors	Inventory/Programming & Procure/Install Traffic Control Signs- Phase II	2010	167.5	ARRA	\$2,500,000	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$3,000,000	\$500,000	\$0	\$500,000	Request additional \$500k for street signs. Phase II.
TMP09-704	Tempe	Crosscut Canal: South end of existing path to Tempe Town Lake	Design and construct multi-use path	2009	1	ARRA-TEA	\$750,000	\$0	\$0	\$650,000	\$1,400,000	\$1,105,729	\$0	\$0	\$650,000	\$2,505,729	\$355,729	\$0	\$355,729	Higher PE estimate. Currently out for bid
TMP08-602	Tempe	College Avenue: Superstition Freeway (US 60) to Apache Boulevard	Design and construct Bicycle and pedestrian improvemnts	2009	2	CMAQ	\$0	\$2,550,000	\$951,000	\$0	\$3,501,000	\$1,100,000	\$2,550,000	\$0	\$0	\$3,650,000	\$1,100,000	\$0	\$1,100,000	Higher cost estimate? Additional local funds?
TMP10-620	Tempe	Broadway Road: Rural Rd to Mill Ave	Construct bicycle and pedestrian facility improvements	2010	1	CMAQ	\$0	\$2,571,780	\$2,571,780	\$0	\$5,143,560	\$2,571,780	\$2,571,780	\$0	\$0	\$5,143,560	\$2,571,780	\$0	\$2,571,780	Replace local match. May not obligate.
TMP10-629	Tempe	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	2010	1	CMAQ	\$0	\$120,000	\$400,000	\$0	\$520,000	\$400,000	\$120,000	\$400,000	\$0	\$920,000	\$400,000	\$0	\$400,000	Higher cost estimate. Replace local match.
TMP 14-129	Tempe	Hardy Drive - Broadway Road to Southern Avenue	Street Rehabilitation -Cold in-place recycling process - recompact base material, apply 2.5" surface course of new pavement; some curb, gutter, and ramp replacement	2010	1	Local	\$0	\$0	\$620,000	\$0	\$620,000	\$620,000	\$0	\$0	\$0	\$620,000		\$620,000	\$620,000	Request replace local with ARRA.
TMP 14-134	Tempe	Rural Road - Rio Salado Parkway to Alameda	Asphalt Mill/Overlay- Replacement of the top layer of older, brittle pavement and sections of distressed asphalt with new pavement; some curb, gutter and ADA ramp work included	2010	3	Local	\$0	\$0	\$1,175,900	\$0	\$1,175,900	\$1,175,900	\$0	\$0	\$0	\$1,175,900		\$1,175,900	\$1,175,900	Request replace local with ARRA.
TMP 15-138	Tempe	Broadway Road - Mill Avenue to Evergreen Road	Asphalt Mill/Overlay- Replacement of the top layer of older, brittle pavement and sections of distressed asphalt with new pavement; some curb, gutter and ADA ramp work included	2010	3	Local	\$0	\$0	\$2,150,000	\$0	\$2,150,000	\$2,150,000	\$0	\$0	\$0	\$2,150,000		\$2,150,000	\$2,150,000	Request replace local with ARRA.
TMP 13-119	Tempe	Elliot Road - Kyrene Road to I-10	Asphalt Mill/Overlay -Replacement of the top layer of older, brittle pavement and sections of distressed asphalt with new pavement; some curb, gutter and ADA ramp work included; repair of old concrete pavers in 2 intersections	2010	2	Local	\$0	\$0	\$1,150,000	\$0	\$1,150,000	\$1,150,000	\$0	\$0	\$0	\$1,150,000		\$1,150,000	\$1,150,000	Request replace local with ARRA.
TMP12-806	Tempe	Light Rail Transit Corridor in Tempe	Install CCTV monitoring stations	2010	5	CMAQ	\$0	\$285,456	\$139,643	\$0	\$425,099	\$139,643	\$285,456	\$0	\$0	\$425,099	\$139,643	\$0	\$139,643	Request replace local with ARRA.
TMP12-804	Tempe	Along University and Apache	Install fiber-optic cable	2010	5	CMAQ	\$0	\$242,528	\$118,643	\$0	\$361,171	\$193,643	\$242,528	\$0	\$0	\$436,171	\$193,643	\$0	\$193,643	Higher cost estimate
TMP10-803	Tempe	Citywide	Install video detection system	2010	15	CMAQ	\$0	\$305,568	\$138,969	\$0	\$444,537	\$138,969	\$305,568	\$0	\$0	\$444,537	\$138,969	\$0	\$138,969	Request replace local with ARRA.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 18, 2010

SUBJECT:

Acceptance of Commuter Rail Planning Studies and Amtrak Update

SUMMARY:

In 2008, the MAG Regional Council approved the Commuter Rail Strategic Planning Study that identified the need for three additional commuter planning studies to further define requirements and steps for the implementation of commuter rail service in the MAG region. Since November 2008, MAG has developed these commuter rail studies to further evaluate the feasibility of the technology in the region. A brief summary of each study is outlined below. On a related matter, at the April Regional Council meeting, information was requested regarding Amtrak intercity rail service in the United States as well as the discontinuance of Amtrak to Phoenix in June 1996. There has been a growing interest in re-establishing passenger rail in the MAG region and a brief historical summary will be included in the presentation.

The Commuter Rail System Study reviewed potential corridors and options identified in the Commuter Rail Strategic Plan and explored parallel existing freight and commuter rail. The System Study established priorities for implementing commuter rail service and evaluated ridership potential, ridership forecasting, operating strategies, cost effectiveness, capital and operating costs, vehicle technology, and implementation strategies in creating a recommended 110-mile system. Revised corridor ranking will be included in the Commuter Rail System Study upon the completion of updated regional socioeconomic forecasts or relevant passenger rail studies

The Grand Avenue Commuter Rail Corridor Development Plan Study evaluated the potential implementation of commuter rail service within the existing BNSF Railway (formerly Burlington Northern Santa Fe) right of way between the Town of Wickenburg and downtown Phoenix. The planning process included a review of the existing and future conditions, an inventory of the existing rail infrastructure as well as necessary infrastructure improvements to implement parallel commuter rail service. A conceptual commuter rail operating plan was developed as a part of the study.

The Yuma West Corridor Plan evaluated the potential implementation of commuter rail service within the existing Union Pacific Railroad right of way between downtown Phoenix and the community of Arlington in the Southwest Valley. The planning process included a review of existing and future conditions, an inventory of the existing rail infrastructure as well as necessary infrastructure improvements to implement parallel commuter rail service. A conceptual commuter rail operating plan was developed as a part of the study.

The studies present a timetable for next steps. The first set of recommendations between 2010 and 2015 specify the following:

- Passage of enabling legislation relative to liability and indemnification,
- Coordination with railroads and develop of partnerships to investigate options for a Memorandum of Understanding (MOU),
- Advancement of the design and operating costs,
- MAG coordination with ADOT on the upcoming Phoenix-Tucson Alternatives Analysis,
- Initiation of collaborative local planning efforts,
- Identification of funding commitment
- Initiation of the process for federal funding
- Development of a governance plan
- Preserving future corridor options

The studies also present longer term next step plans for 2015 and beyond, including:

- A formalized partnership with railroads
- Obtaining committed funding sources such as local and federal
- Designing, constructing, and operating an initial commuter rail system
- Further planning to develop a seamless transportation system and meet regional sustainable goals.

PUBLIC INPUT:

The general public has been included in the commuter rail study process since March 2009. A series of four ‘Stakeholders’ meetings provides the public a forum to participate in the commuter rail studies. There was no public comment at the May 12, 2010 Management Committee meeting, the April 29, 2010 Transportation Review Committee meeting or at the April 8, 2010 Transportation Review Committee meeting.

PROS & CONS:

PROS: The findings and recommendations included in the three studies will help guide future decisions related to the implementation of commuter rail service in the MAG region.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The information provided by the studies details train technologies, coordination with freight railroads, corridor analysis and capital improvements necessary to accommodate commuter rail.

POLICY: The studies identified potential funding strategies, corridor prioritization and operating scenarios to assist in implementing commuter rail service in the MAG region.

ACTION NEEDED:

1) Accept the findings of the Grand Avenue Commuter Rail Corridor Development Plan, Yuma West Commuter Rail Corridor Development Plan, and Commuter Rail System Study; and 2) Revise the corridor ranking included in the Commuter Rail System Study upon the completion of updated regional socioeconomic forecasts or relevant passenger rail studies.

PRIOR COMMITTEE ACTIONS:

The Management Committee recommended acceptance of the MAG Commuter Rail Studies at the May 12, 2010, meeting.

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
 Wayne Anderson for Usama Abujbarah, Cave Creek
 Pat Dennis for B.J. Cornwall, El Mirage
 Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
 # Julie Ghatti for Rick Davis, Fountain Hills
 Rick Buss, Gila Bend
 * David White, Gila River Indian Community
 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
 Scott Butler for Christopher Brady, Mesa
 Jim Bacon, Paradise Valley
 Karen Peters for David Cavazos, Phoenix
 John Kross, Queen Creek
 * Bryan Meyers, Salt River Pima-Maricopa Indian Community
 Dave Richert, Scottsdale
 Michael Celaya for Mark Corona, Surprise
 Jeff Kulaga for Charlie Meyer, Tempe
 * Reyes Medrano, Tolleson
 # Gary Edwards, Wickenburg
 # Mark Hannah for Lloyce Robinson, Youngtown
 Steve Hull for John Halikowski, ADOT
 Kenny Harris for David Smith, Maricopa County
 David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

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

List of Major Cities in U.S. Lacking Amtrak Service

From Wikipedia, the free encyclopedia

Several major cities and regional business centers in the continental United States lack Amtrak service. Five cities boast more than one million residents. A partial list of the cities not directly served by Amtrak is as follows (in order by decreasing population):

Phoenix, Arizona (Metro Population 4,281,899)
Las Vegas, Nevada (1,865,746)
Columbus, Ohio (1,773,120) Lost service in 1979.
Nashville, Tennessee (1,550,733) Lost service with the discontinuance of the Floridian in 1979.
Louisville, Kentucky (1,244,696) Lost service with the discontinuance of the Kentucky Cardinal in 2003.
Tulsa, Oklahoma (916,079)
Dayton, Ohio (848,153) Lost service in 1979.
Allentown, Pennsylvania, (808,210)
Baton Rouge, Louisiana (774,327)
McAllen, Texas (710,514)
Knoxville, Tennessee, (691,152)
Colorado Springs, Colorado (617,714)
Wichita, Kansas, (603,716) Service lost in 1979, new service probable around 2010.
Boise, Idaho (599,753) Lost service in 1997.
Madison, Wisconsin, (561,505)
Des Moines, Iowa (556,230)
Augusta, Georgia (534,218)
Chattanooga, Tennessee, (518,441)
Tri-Cities, Tennessee, (500,538)
Lexington, Kentucky, (453,424)
Fayetteville, Arkansas, (443,976)
Springfield, Missouri, (426,206)
Corpus Christi, Texas, (415,376)
Fort Wayne, Indiana (411,154) Lost service in 1990.
Asheville, North Carolina, (408,436)
Mobile, Alabama, (406,309) Service suspended since Hurricane Katrina.
Manchester, New Hampshire, (402,042)
Huntsville, Alabama, (395,645)
Brownsville, Texas, (392,736)
Shreveport, Louisiana, (389,533)
Quad Cities area, Illinois and Iowa (377,625) New service probable around 2010.
Peoria, Illinois, (372,487)
Montgomery, Alabama, (365,924)
Tallahassee, Florida, (357,259) Service suspended since Hurricane Katrina.
Rockford, Illinois, (353,722) Lost service in 1981. New service probable soon.
Evansville, Indiana, (350,261)
Wilmington, North Carolina, (347,012)
Green Bay, Wisconsin, (302,935)
Roanoke, Virginia, (298,108)
Fort Smith, Arkansas, (290,977)

Columbus, Georgia, (287,653)
Duluth, Minnesota, (274,571)
Lubbock, Texas, (270,610)
Clarksville, Tennessee, (261,220)
Myrtle Beach, South Carolina, (257,380)
Cedar Rapids, Iowa, (255,452)
Amarillo, Texas (243,838)
Laredo, Texas, (236,941)
Sioux Falls, South Dakota, (232,930) South Dakota and Wyoming are not served by Amtrak.
Macon, Georgia, (230,777)
College Station, Texas (207,425) Service cut in the mid-90s.
Athens, Georgia, (189,264)
Columbia, Missouri, (164,283)
Waterloo-Cedar Falls, Iowa, (164,220)
Abilene, Texas, (159,521)
Pueblo, Colorado, (156,737)
Billings, Montana, (152,005)
Iowa City, Iowa, (149,437) New service probable around 2010.
Wheeling, West Virginia, (144,847)
Florence-Muscle Shoals, Alabama, (143,791)
Sioux City, Iowa, (143,157)
Midland-Odessa, Texas, (131,941)
Owensboro, Kentucky, (112,762)

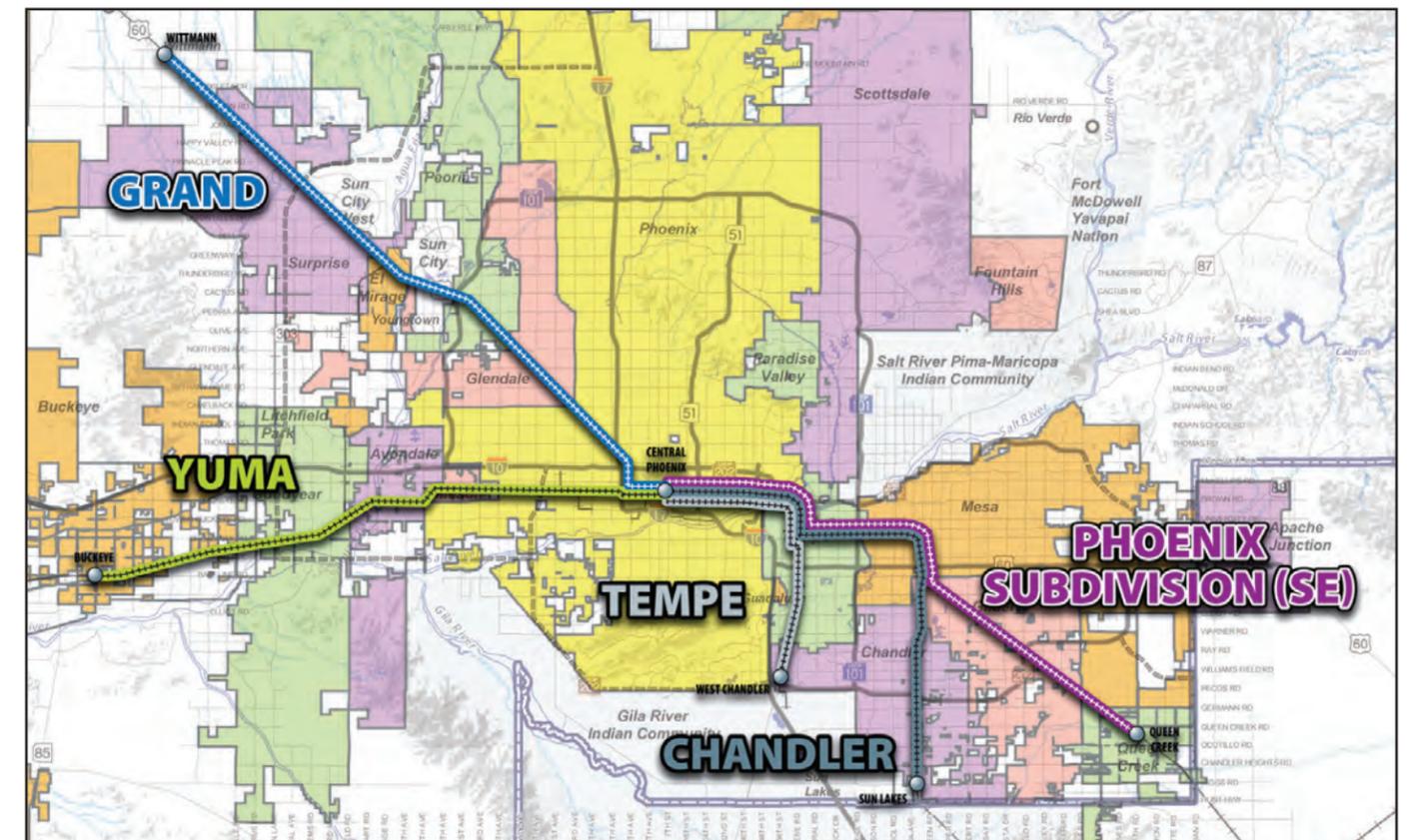
MAG COMMUTER RAIL SYSTEM STUDY

EXECUTIVE SUMMARY 2010

COMMUTER RAIL SYSTEM STUDY OVERVIEW

The purpose of this Commuter Rail System Study is to define an optimized network of commuter rail corridors and the elements needed to implement a regional commuter rail system. As envisioned, a commuter rail system would radiate from downtown Phoenix and would share existing freight track along five corridors. The System Study provides a detailed evaluation of potential commuter rail links to the East Valley (including the Tempe, Chandler, and Southeast Corridors) and links to the West Valley by incorporating the findings of the Grand Avenue (Grand) and Yuma West (Yuma) Corridor Development Plans, both of which are being produced in conjunction with this System Study.

Potential commuter rail corridors along existing railroad lines are shown below.



Source: URS Corp, 2009



Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, AZ 85003
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DESCRIPTION OF COMMUTER RAIL

WHY IS THERE A NEED FOR A COMMUTER RAIL SYSTEM?

Commuter rail systems are generally used in congested urban areas to improve travel time, mitigate congestion, add convenience, and provide an alternative means of travel – particularly in times of increasing energy prices. Commuter rail trains typically provide service between suburbs to urban centers for the purpose of reaching activity centers, such as employment, special events, and intermodal connections. Designed to primarily meet the needs of regional commuters in the AM and PM peak travel times, commuter rail service typically occurs at lower frequency than light rail transit. The distance of most commuter rail corridors is also longer than that of light rail, ranging from 30 to 40 miles, with passenger stations generally spaced 5 to 10 miles apart. A number of cities throughout the US operate commuter rail service, including Seattle, Salt Lake City and Dallas-Fort Worth.



Rail Runner Express Commuter Train; Albuquerque, NM
Source: MRCOG/HDR.



Sounder Commuter Train; Seattle, WA
Source: MAG.

DESCRIPTION OF SYSTEM STUDY ALTERNATIVES

WHAT STAND-ALONE ALTERNATIVES WERE CONSIDERED?

The Project Team developed Stand-Alone Alternatives as single commuter rail lines, each with 30-minute peak and 60-minute off-peak frequency and specified travel times. The table below lists the characteristics of each Stand-Alone Alternative.

CORRIDOR	ROUTE DESCRIPTION	DISTANCE	TRAVEL TIME	2030 DAILY BOARDINGS
Grand	Service between Central Phoenix and Downtown Wittmann*	36 miles	42 min.	2,830
Yuma	Service between Central Phoenix and Downtown Buckeye**	31 miles	47 min.	1,420
SE	Service between Central Phoenix and Downtown Queen Creek	34 miles	50 min.	6,450
Tempe	Service between Central Phoenix and West Chandler	18 miles	29 min.	950
Chandler	Service between Central Phoenix and Sun Lakes	31 miles	53 min.	2,240

Source: URS Corp., 2009.

ITEM	RESPONSIBLE PARTY	PARTNERS	TIMEFRAME
<p>9) Local Planning Efforts.</p> <p>Prior to securing project financing, local governments can take steps to lay the foundation for commuter rail implementation, including:</p> <ul style="list-style-type: none"> ➔ Partner with the UPRR, BNSF Railway Company, and ADOT to upgrade existing at-grade railroad crossings along System Study corridors. ➔ Control regulatory actions within station areas, including the planning, zoning, and development permitting process, to facilitate the development of commuter rail stations. ➔ Use other implementation tools such as infrastructure construction (for example, streets and utilities), land purchase and assembly, and creation of urban design guidelines to facilitate transit-supportive development. 	Local Jurisdictions	MAG ADOT	Ongoing

Source: URS Corp., 2009.

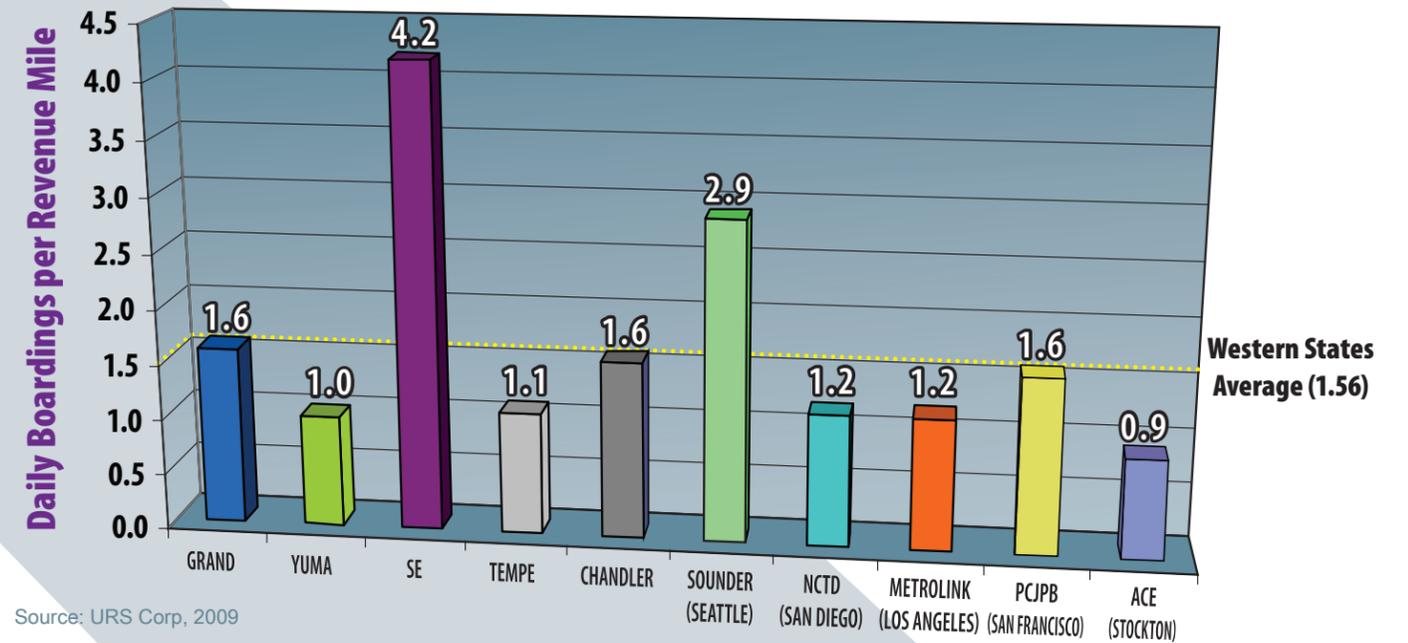
WHAT LONG TERM IMPLEMENTATION STEPS ARE NEEDED?

The identification of funding commitments and determination of the appropriate governance structure for commuter rail, which are likely to influence each other, will set the stage for moving into the next level of investment in commuter rail within the MAG region. With progress on these key steps, the region will be in a position to move forward on other recommendations described below.

- ➔ Formalize partnership with the railroads.
- ➔ Secure sources of funding including federal, state, regional and local public funding, as well as private sector participation.
- ➔ Design, construct, and operate initial commuter rail system.
- ➔ Continue planning to develop seamless transportation system and meet regional sustainability goals.

ITEM	RESPONSIBLE PARTY	PARTNERS	TIMEFRAME
<p>4) Coordination of Infrastructure Improvements with the Railroads, ADOT and Local Jurisdictions.</p> <ul style="list-style-type: none"> ➔ BNSF Railway is planning freight rail infrastructure improvements that would reduce freight activity into downtown Phoenix and thereby free up space on the rail mainline. ➔ ADOT and local jurisdictions are planning for extensive roadway upgrades throughout the region that may improve the viability and safety of corridors for both freight and passenger rail service. 	MAG Local jurisdictions ADOT	UPRR BNSF Railway METRO RPTA	Ongoing
<p>5) Identify Funding Commitments.</p> <ul style="list-style-type: none"> ➔ Define new revenue streams that would be dedicated to development and ongoing operation of the commuter rail system. ➔ A phased approach and cost-sharing agreements may segment or defer expenditures. 	MAG ADOT Legislature	Local jurisdictions	2010-2015
<p>6) Initiate Process for Federal Funding.</p> <ul style="list-style-type: none"> ➔ Conduct required Alternatives Analysis and NEPA compliance to meet requirements for federal funding. ➔ Local match funding should be identified prior to initiating this process with FTA. 	MAG	Local jurisdictions	Following identification of local funding commitments
<p>7) Develop and Implement Governance Plan.</p> <p>Most likely approaches include:</p> <ul style="list-style-type: none"> ➔ Formation of a new Commuter Rail Authority, ➔ Designation of an existing agency as the Commuter Rail Authority (RPTA, METRO, MAG, ADOT), or ➔ Establishment of a new Joint Powers Authority (JPA) with a provision for representation appropriate to the corridor or system to be implemented. 	MAG ADOT	METRO RPTA Local jurisdictions	Following identification of local funding commitments
<p>8) Preserve Future Options.</p> <ul style="list-style-type: none"> ➔ System Study commuter rail corridors are assumed to occur within the existing railroad right-of-way; however right-of-way preservation of future commuter rail extensions may reduce the costs for growing a future regional system. 	Commuter Rail Authority or JPA	Local jurisdictions UPRR BNSF Railway MAG CAAG ADOT	Ongoing

HOW DO THE STAND-ALONE ALTERNATIVES PERFORM COMPARED TO PEER CITIES?



WHAT IS THE COST OF THE STAND-ALONE ALTERNATIVES AND HOW DO THEY COMPARE TO PEER CITIES?

STAND-ALONE ALTERNATIVE	CAPITAL COST/MILES	CAPITAL COST PER MILE
Grand	\$600 M/36 miles	\$16.7 M/mile
Yuma	\$365 M/31 miles	\$11.8 M/mile
SE	\$477 M/33.5 miles	\$14.9 M/mile
Tempe	\$372 M/18 miles	\$20.7 M/mile
Chandler	\$449 M/31 miles	\$15.5 M/mile
PEER CITY COMMUTER RAIL SYSTEMS		
Sounder (Seattle)	\$1.4 M/83 miles	\$17.2 M/mile
North Star (Minneapolis)	\$289 M/40 miles	\$7.2 M/mile
Front Runner (Salt Lake City)	\$954 M/44 miles	\$21.7 M/mile
Westside Express (Portland)	\$166 M/14.7 miles	\$11.3 M/mile

STAND-ALONE ALTERNATIVE	ANNUAL OPERATION & MAINTENANCE (O&M) COST	O&M COST PER RIDER
Grand	\$11 M	\$13/rider
Yuma	\$12 M	\$28/rider
SE	\$18 M	\$9/rider
Tempe	\$5 M	\$16/rider
Chandler	\$11 M	\$17/rider
PEER CITY COMMUTER RAIL SYSTEMS		
Western States Average	-	\$11/rider

Source: Gannett Fleming and URS Corp., 2009.

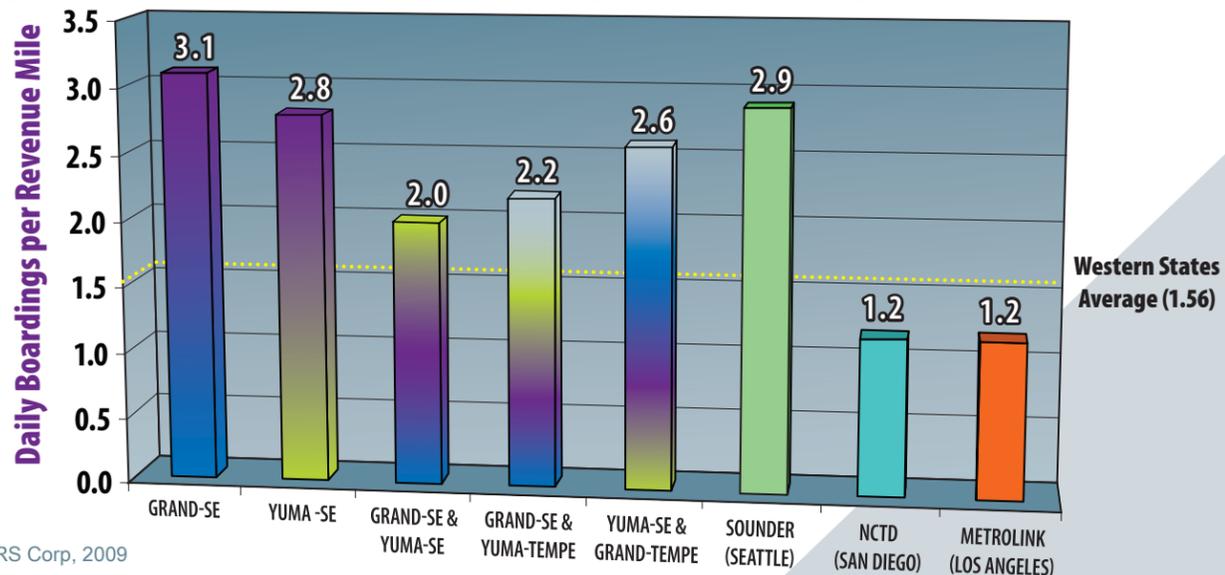
WHAT INTERLINED ALTERNATIVES WERE CONSIDERED?

The Project Team developed Interlined Alternatives by connecting two or more corridors together into several series of continues routes. Interlined Alternatives would provide a one-seat ride between corridors. The table below lists the characteristics of each Interlined Alternative.

CORRIDORS	ROUTE DESCRIPTION	DISTANCE	TRAVEL TIME	2030 DAILY BOARDINGS
2-Corridor Interlined Alternatives				
Grand Interlined with SE	Service between Downtown Wittmann and Downtown Queen Creek with a stop in Central Phoenix	68 miles	89 min.	9,980
Yuma Interlined with SE	Service between Downtown Buckeye and Downtown Queen Creek with a stop in Central Phoenix	63 miles	93 min.	8,530
3-Corridor Interlined Alternatives*				
Grand Interlined With SE and Yuma Interlined With SE	Service between Downtown Wittmann and Downtown Queen Creek with a stop in Central Phoenix	68 miles	89 min.	11,290
	Service between Downtown Buckeye and Downtown Queen Creek with a stop in Central Phoenix	63 miles	93 min.	
4-Corridor Interlined Alternatives*				
Yuma Interlined with SE and Grand Interlined with Tempe	Service between Downtown Buckeye and Downtown Queen Creek with a stop in Central Phoenix	63 miles	93 min.	17,960
	Service between Downtown Wittmann and West Chandler with a stop in Central Phoenix	54 miles	72 min.	
Grand Interlined with SE and Yuma Interlined with Tempe	Service between Downtown Wittmann and Downtown Queen Creek with a stop in Central Phoenix	68 miles	89 min.	15,100
	Service between Downtown Buckeye and West Chandler with a stop in Central Phoenix	48 miles	76 min.	

*The Project Team developed ridership forecasts that substituted the Chandler Corridor for the SE Corridor in the 3-Corridor and 4-Corridor Alternatives. Ridership forecasting results however indicated that substituting the Chandler Corridor for the SE Corridor would result in significantly fewer daily boardings, (62 percent to 74 percent of those estimated for the SE Corridor in 2030), and were therefore not carried forward for further consideration. Source: URS Corp., 2009.

HOW DO THE INTERLINED ALTERNATIVES PERFORM COMPARED TO PEER CITIES?



Source: URS Corp., 2009

IN WHAT ORDER SHOULD THE REMAINING SEGMENTS OF THE COMMUTER RAIL SYSTEM BE IMPLEMENTED?

Phased implementation of the remainder of the corridors will be highly dependent on a number of factors. The alternatives evaluation revealed no single outstanding performer among the Tempe, Chandler, and Yuma Corridors. Therefore, considerations for future phasing to achieve build-out of the regional commuter rail system will include such factors as:

- ➔ Development patterns;
- ➔ Changes in travel demand;
- ➔ Community support;
- ➔ Potential funding sources; and
- ➔ Potential integration with Phoenix/Tucson intercity rail.

IMPLEMENTATION STEPS

WHAT NEAR-TERM IMPLEMENTATION STEPS ARE NEEDED?

ITEM	RESPONSIBLE PARTY	PARTNERS	TIMEFRAME
1) Periodic Ridership Forecasting Updates ➔ Re-run MAG ridership forecasting model with latest socioeconomic data.	MAG	Local jurisdictions	Ongoing
2) Coordination with UPRR and BNSF Railway ➔ Maintain points of contact and communication protocols. ➔ Develop partnership to investigate options for determining compensation, capacity improvements, and level of service. ➔ Advance design and operating concepts. Plan drawings should be further developed in coordination with the UPRR and BNSF Railway to form the basis for any long-term agreement with railroads.	ADOT MAG UPRR BNSF Railway	Local jurisdictions METRO RPTA	Ongoing
3) Address Enabling Legislation regarding Liability and Indemnification. ➔ Progress on this issue may facilitate more effective coordination with railroads.	ADOT (as a statewide issue)	MAG UPRR BNSF Railway	2010-2013

CONTINUED »

START-UP SERVICE SCENARIO 1C:

Build Tempe Corridor segment between West Chandler and downtown Tempe/Airport & 38th St.

- or -

Build Chandler Corridor segment between Sun Lakes and downtown Mesa/downtown Tempe/Airport & 38th St. or



Source: URS Corp., 2009.

Like Scenario 1B, this scenario would require a transfer to LRT either in downtown Mesa (for the Chandler Corridor), downtown Tempe, or the vicinity of the airport. While ridership on these corridors is not as strong as on the SE corridor, if (1) right-of-way constraints limit use of the SE Corridor, or (2) inter-city rail plans suggest these corridors are suitable for passenger service between Phoenix and Tucson, the Tempe or Chandler may become higher priority commuter rail corridors.

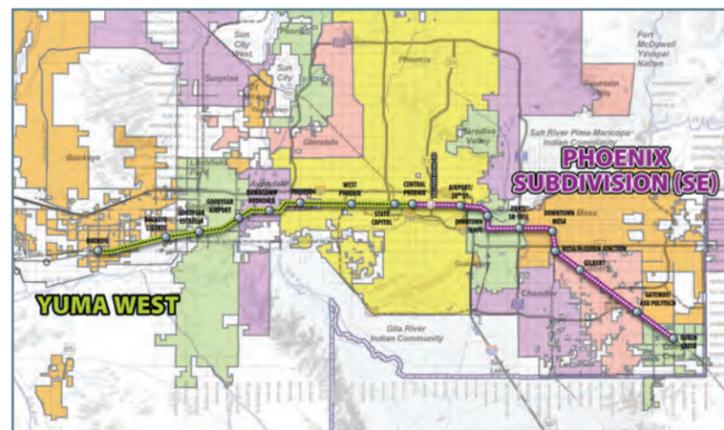
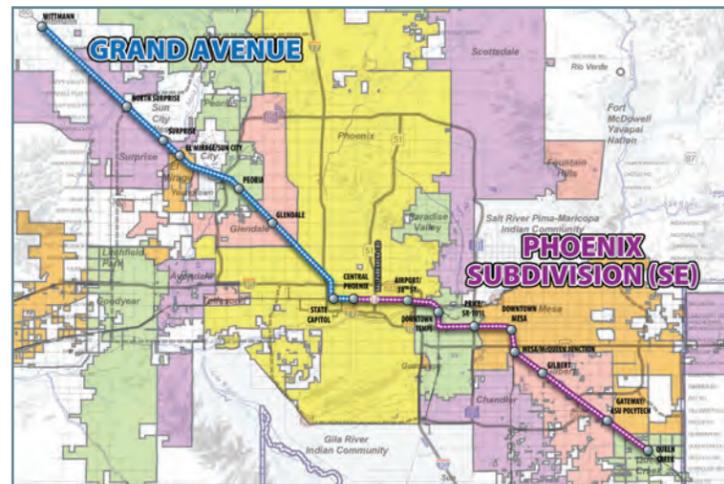
WHICH SEGMENT OF THE COMMUTER RAIL SYSTEM SHOULD BE IMPLEMENTED SECOND?

The ranking of Interlined Alternatives could help to determine which combination of corridors would be most effective and should therefore be considered first for interlining with the Start-Up Corridor. If, as in Scenario 1A, the SE Corridor is built first, then the Project Team recommends the following:

INTERLINED SERVICE SCENARIO 1:

Build the Grand Avenue Corridor (interline with the SE Corridor).

Ridership would be greatest when the most productive East Valley and West Valley Corridors, which are Grand Avenue and SE, are combined.



Source: URS Corp., 2009.

INTERLINED SERVICE SCENARIO 2:

Build the Yuma West Corridor (interline with the SE Corridor)

These two corridors have the lowest capital cost per mile and good ridership when combined.

WHAT IS THE COST OF EACH INTERLINED ALTERNATIVE?

INTERLINED ALTERNATIVE	CAPITAL COST	CAPITAL COST PER MILE	ANNUAL O&M COST	ANNUAL O&M COST PER RIDER
2-Corridor Interlined Alternatives				
Grand Interlined with SE	\$1.1 B	\$15.7M/mile	\$56.4 M	\$19/rider
Yuma Interlined with SE	\$834.4 M	\$13.2M/mile	\$52.1 M	\$20/rider
3-Corridor Interlined Alternative				
Grand Interlined with SE and Yuma Interlined with SE	\$1.4 B	\$14.4M/mile	\$98.2 M	\$29/rider
4-Corridor Interlined Alternatives				
Yuma Interlined with SE and Grand Interlined with Tempe	\$1.6 B	\$14.8M/mile	\$104.5 M	\$23/rider
Grand Interlined with SE and Yuma Interlined with Tempe	\$1.6 B	\$14.8M/mile	\$102.6 M	\$19/rider

Source: Gannett Fleming and URS Corp., 2009.

COMPARISON OF SYSTEM STUDY ALTERNATIVES

HOW DID THE STAND-ALONE ALTERNATIVES RANK IN COMPARISON TO EACH OTHER?

The comparison of alternatives revealed three distinct tiers of Study System alternatives – top, middle and lower – based on their performance relative to a set of evaluation factors. The evaluation factors that proved to be major discriminators consisted of Ridership; Travel Time Savings; Cost Effectiveness; and Implementation/Constructability. The table below is a summary of Stand-Alone Alternatives rankings and discriminators.

STAND-ALONE ALTERNATIVE	RANKING	MAJOR DISCRIMINATORS
SE	Top Tier	<ul style="list-style-type: none"> • 2 to 4 times the number of boardings per revenue mile as all other corridors • 18 minute end-to-end travel time savings* • Second lowest capital cost per mile • Lowest O&M cost per rider
Grand	Middle Tier	<ul style="list-style-type: none"> • Boardings per revenue mile are close to Western States average • 24 minute end-to-end travel time savings* • Moderate capital cost per mile • Second lowest O&M cost per rider
Tempe & Chandler	Middle Tier	<ul style="list-style-type: none"> • Low to moderate boardings per mile • Moderate to high capital cost per mile • High O&M cost per user
Yuma	Lower Tier	<ul style="list-style-type: none"> • Lowest capital cost per mile due to relatively few infrastructure improvements, but lowest boardings per revenue mile • Minimal travel time savings • Highest O&M cost per rider

*Compared to travel time for single-occupancy vehicle. Source: URS Corp., 2009.

HOW DID THE INTERLINED ALTERNATIVES RANK IN COMPARISON TO EACH OTHER?

Interlined Alternative	Ranking	Major Discriminators
Grand-SE	Top Tier	<ul style="list-style-type: none"> Highest boardings per mile High capital cost per mile Lowest O&M cost per rider
Yuma-SE	Top Tier	<ul style="list-style-type: none"> Moderate boardings per mile Lowest capital cost per mile Moderate O&M cost per rider
Grand-SE & Yuma-Tempe and Yuma-SE & Grand-Tempe	Middle Tier	<ul style="list-style-type: none"> Low to moderate boardings per mile Moderate capital cost per mile Moderate O&M cost per rider
Grand-SE and Yuma-SE	Lower Tier	<ul style="list-style-type: none"> Lowest boardings per mile Moderate capital cost per mile Highest O&M cost per rider

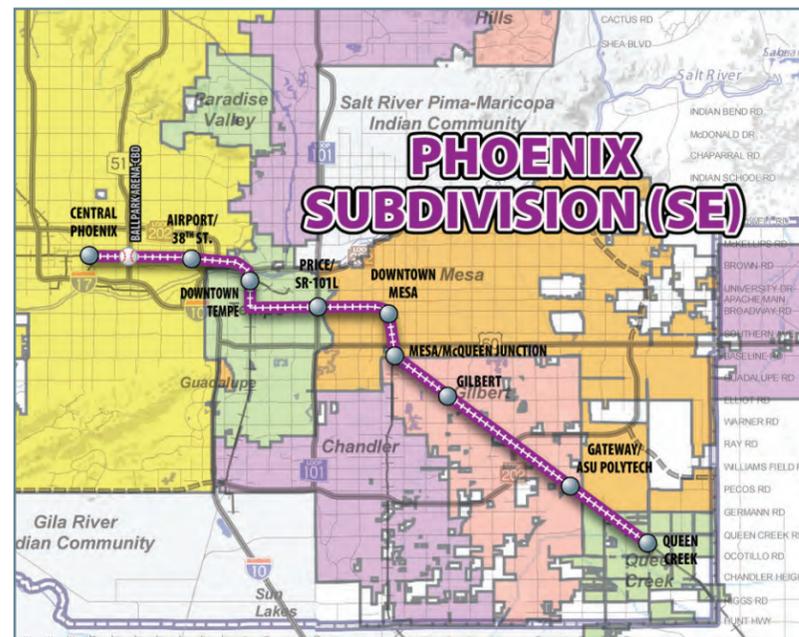
Source: URS Corp., 2009.

SYSTEM STUDY ALTERNATIVES PHASING RECOMMENDATIONS
WHICH SEGMENT OF THE COMMUTER RAIL SYSTEM SHOULD BE IMPLEMENTED FIRST?

START-UP SERVICE SCENARIO 1A:

Build the SE Corridor.

The SE Corridor would offer the highest ridership by a significant margin, substantial travel time savings, and would be cost-effective.



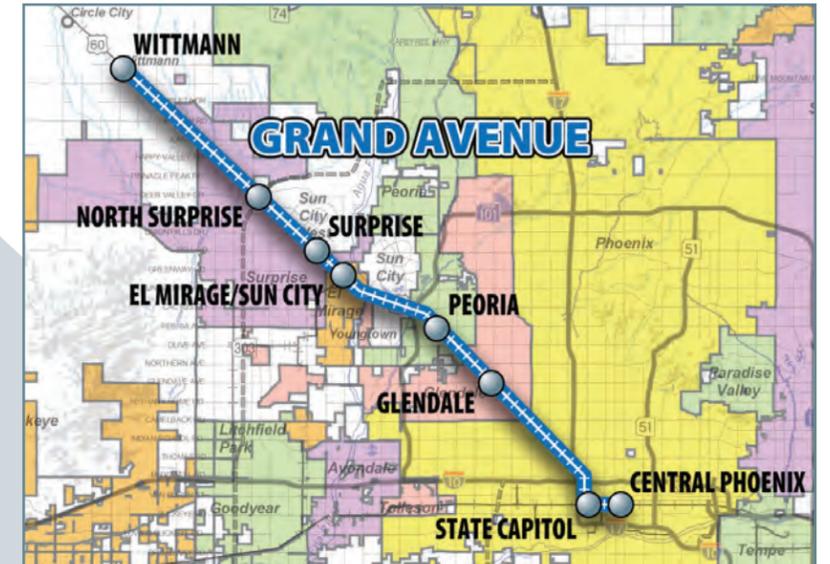
Source: URS Corp., 2009.

While the SE Corridor ranking far exceeded those of the other corridors, if use of all or a portion of the Union Pacific Railroad right-of-way is a fatal flaw due to costs and/or agreements to get through rail yards in Central Phoenix, then alternative options for the first segment of the regional commuter rail system should be considered. Alternative start-up service scenarios include the following:

START-UP SERVICE SCENARIO 1A:

Build the Grand Avenue Corridor.

Grand Avenue Corridor would offer ridership that is on par with other commuter rail systems in operation throughout the Western US, substantial travel time savings, and would be moderately cost-effective. Implementation of commuter rail may result in the relocation of some freight facilities, consistent with BNSF Railway long-range plans.

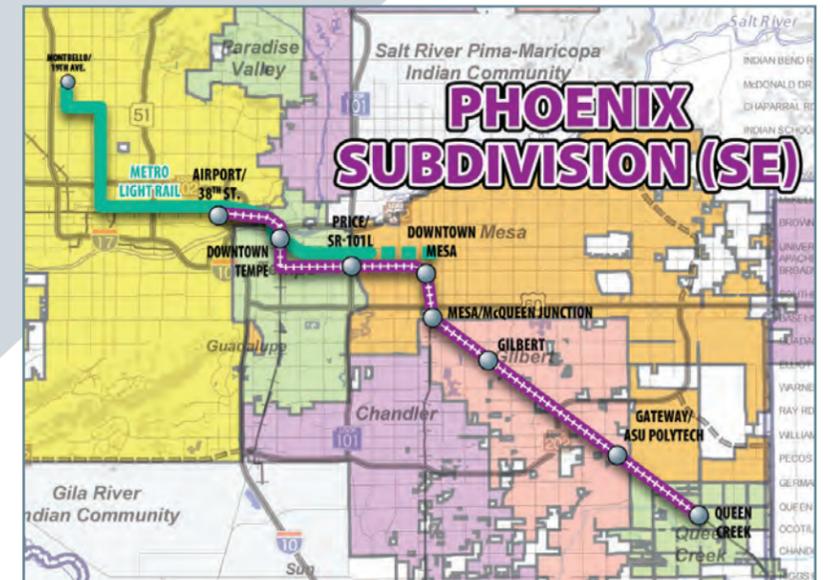


Source: URS Corp., 2009.

START-UP SERVICE SCENARIO 1B:

Build SE Corridor segment between Queen Creek and downtown Mesa/downtown Tempe/Airport & 38th St.

This scenario would require a transfer to LRT in either downtown Mesa, downtown Tempe, or the vicinity of the airport. Ridership forecasting shows large origin-destination traffic in Tempe and the airport is generally considered an emerging employment hub. A Future LRT station in downtown Mesa may also provide a possible connection to commuter rail. Either one of these options would improve mobility in the East Valley while avoiding some of the more challenging operational and right-of-way constraints in downtown Phoenix. However, Scenario 1B would require a forced transfer for many riders, which would increase travel times and decrease overall ridership.



Source: URS Corp., 2009.

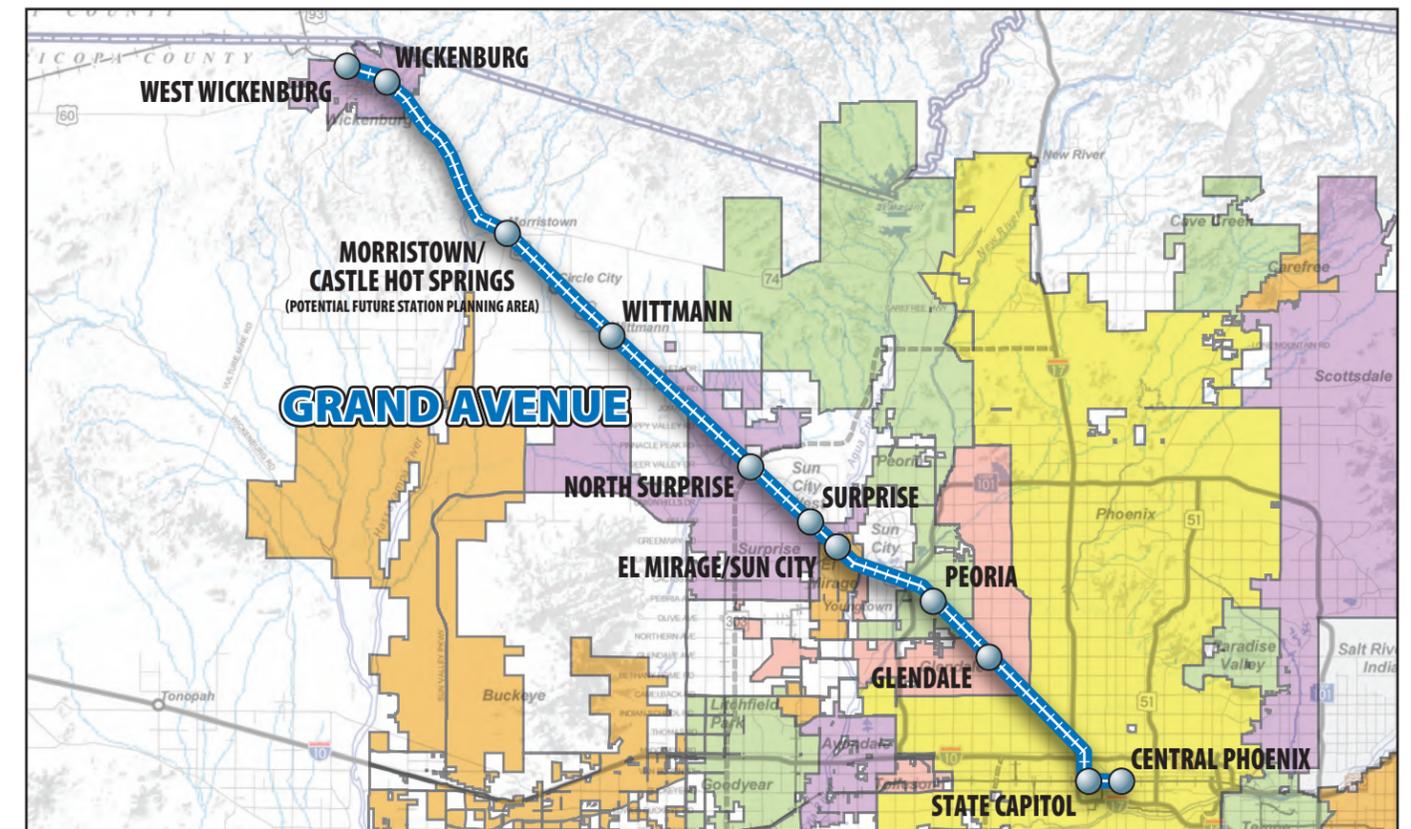
MAG GRAND AVENUE COMMUTER RAIL CORRIDOR DEVELOPMENT PLAN

EXECUTIVE SUMMARY 2010

COMMUTER RAIL CORRIDOR DEVELOPMENT PLAN OVERVIEW

Maricopa County has experienced unprecedented population growth over the last several decades, impacting all aspects of community development, land use, public service delivery, and particularly the demand on the region's transportation system. The Grand Avenue Corridor Development Plan explores the feasibility of commuter rail to enhance mobility in the northwestern metropolitan region. As envisioned, commuter rail would share existing right-of-way with the Burlington Northern Santa Fe (BNSF) Railway that parallels Grand Avenue.

By 2030, the Grand Avenue Corridor is expected to experience a 41 percent increase in population and a 52 percent increase in employment. As a result of this growth, and even with planned roadway improvements and transit service programmed within MAG's Regional Transportation Plan (RTP), congestion in the Grand Avenue Corridor is expected to worsen. Levels of automobile congestion are forecasted to range from moderate to severe throughout the length of the project corridor and motorists will experience increases in travel time to reach their destinations, especially during peak commuter times. Commuter rail service would provide an opportunity to improve mobility, particularly for peak period trips, by reducing travel time and providing a reliable and consistent alternative to automobile travel in a congested roadway corridor.



Source: URS Corp., 2009



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WHAT IS COMMUTER RAIL?

Commuter rail trains typically provide service between suburbs to urban centers for the purpose of reaching activity centers, such as employment nodes, special events, and intermodal connections. Commuter rail trains are typically optimized for maximum passenger capacity and are equipped with comfortable seating and minimal luggage capacity. Service typically occurs at a lower frequency than light rail, serving primarily peak travel needs for commuters. Travel distance between a rail line's termini may range between 30 and 50 miles. Station spacing is typically 5 to 10 miles apart.



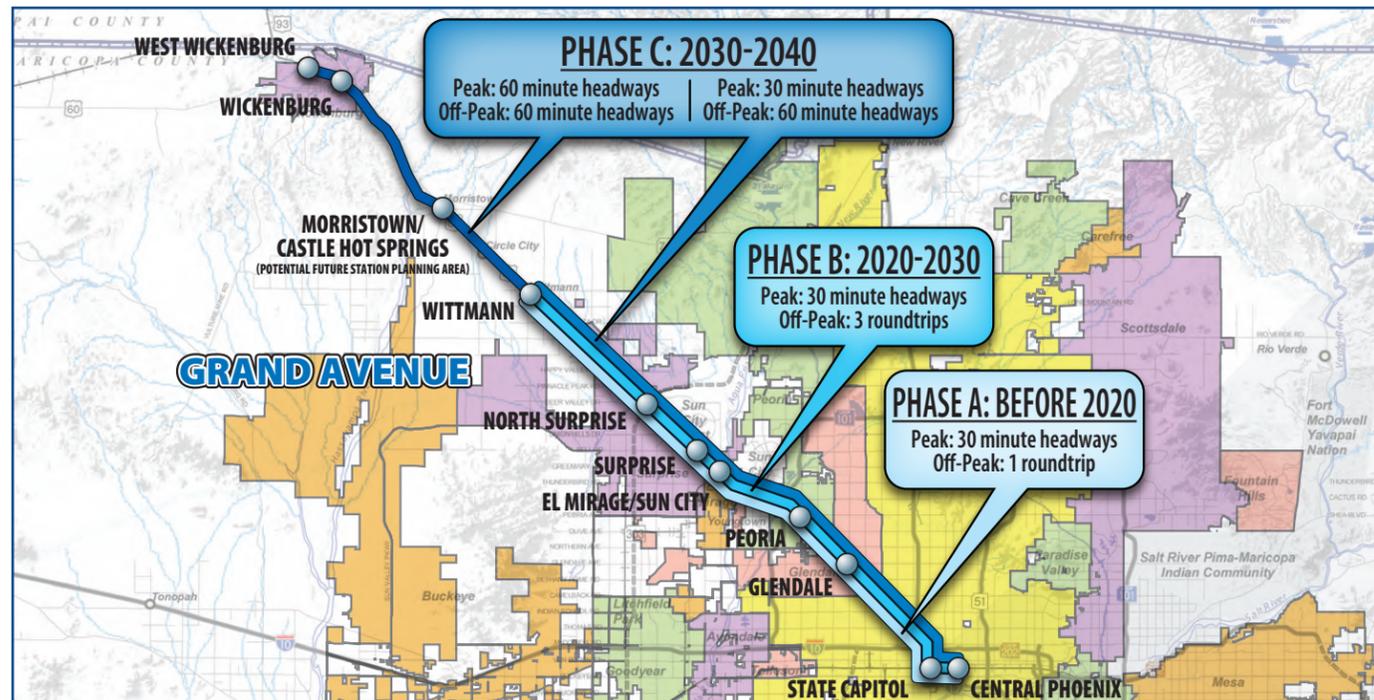
Rail Runner Express Commuter Train; Albuquerque, NM
Source: MRCOG/HDR.



Sounder Commuter Train; Seattle, WA
Source: MAG.

HOW WOULD COMMUTER RAIL SERVICE BE OPERATED?

The MAG Study Team developed three potential service levels as operating phases consisting of Phases A, B and C. Each phase increases levels of service as ridership would grow by increasing the frequency of trains (or headway) and/or expanding service areas, as shown below.



Source: URS Corp., 2009

NEAR-TERM IMPLEMENTATION STEPS

Near-term implementation steps to advance this corridor development plan within the next five years are shown below.

ITEM	RESPONSIBLE PARTY	PARTNERS	TIMEFRAME
Periodic Ridership Forecasting Updates	MAG	Local Jurisdictions	Ongoing
Coordinate with BNSF Railway Company → Maintain point of contact and communication protocols → Develop partnership to investigate options	ADOT MAG BNSF Railway Company	Local jurisdictions METRO RPTA	Ongoing
Address Enabling Legislation (Liability and Indemnification)	ADOT (as a statewide issue)	MAG BNSF	2010-2013
Identify Funding Commitments	MAG ADOT Legislature	Local jurisdictions	2010-2015
Develop and Implement Governance Plan	MAG ADOT	METRO RPTA Local jurisdictions	Following identifications of local funding commitments
Preserve Future Options	Commuter Rail Authority or JPA	Local jurisdictions BNSF Railway Company MAG CAAG ADOT	Ongoing
Local Planning Efforts	Local Jurisdictions	MAG ADOT	Ongoing

LONG-TERM IMPLEMENTATION STEPS

The identification of funding commitments and determination of the appropriate governance structure for commuter rail, which are likely to influence each other, will set the stage for moving into the next level of investment in commuter rail within the MAG region. Recommended long-term implementation steps include:

- Formalize a partnership with the railroad
- Secure sources of funding, including federal, state, regional, and local public funding as well as private sector participation
- Design, construct, and operate an initial commuter rail system
- Conduct further planning to develop a seamless transportation system and meet regional sustainability goals

COORDINATION OF INFRASTRUCTURE IMPROVEMENTS

A successful commuter rail project will require a collaboration of all participants – primarily the local governments as the development regulator and financial partner, the transit agency as the transit infrastructure builder, and the BNSF Railway Company as the railroad right-of-way owner.

The BNSF Railway is planning a number of freight rail infrastructure improvements that would reduce freight activity into downtown Phoenix and thereby free up space on the rail mainline for commuter rail. Similarly, ADOT is planning for extensive roadway upgrades along US 60/Grand Avenue. These infrastructure upgrades will likely improve the operations of commuter rail service in conjunction with freight operations and in conjunction with the surrounding roadway network.

Planned roadway projects to upgrade safety and automobile travel efficiency in the Grand Avenue Corridor could also serve to jointly improve the highway system, freight operations and the development of commuter rail service. Currently, the frequency and complexity of the at-grade highway/railroad crossings between Phoenix and Glendale pose a potential safety hazard, a source of increased traffic delay, and reduced rail train speeds due to congestion. Near-term capital improvement projects that would minimize auto/train conflicts would help to advance the implementation of a commuter rail system in the Grand Avenue Corridor. MAG has identified multiple roadway improvements for Grand Avenue from SR 303 to McDowell Road in the 2007 Regional Transportation Plan (RTP) Update. The RTP improvements include the addition of general purpose lanes, grade separations, and other improvements that will be implemented throughout the planning period for the RTP.

These planned improvements will grade separate three crossings that have a high rate of train/automobile accidents and will thereby significantly reduce the BNSF Railway’s exposure to accident risks and help improve the Grand Avenue transportation corridor as a whole. Implementation of these and other improvements would indirectly benefit commuter rail by improving safety conditions in the corridor.

Prior to securing project financing, local governments within the corridor can take steps to lay the foundation for commuter rail implementation. The following is a list of such actions:

- ➔ Control regulatory actions within station areas, including the planning, zoning, and development permitting process, to facilitate the development of commuter rail stations.
- ➔ Use other implementation tools such as infrastructure construction (for example, streets and utilities), land purchase and assembly, and creation of urban design guidelines to facilitate transit-supportive development.



Stakeholder Involvement during the Planning Process

The stakeholder involvement component of the planning process for this Corridor Development Plan was extensive. Throughout the study process, several groups met regularly to review project information and provide feedback. These groups included:

Project Management Team (PMT): The PMT included representatives from MAG, the Regional Public Transportation Authority (RPTA), Valley Metro Rail, Inc. (METRO), and the Arizona Department of Transportation (ADOT). The PMT met monthly to review study information and coordinate ongoing planning activities.

Project Review Team (PRT): The PRT included representatives from the local jurisdictions throughout the Grand Avenue Corridor. This group met quarterly throughout the year-long study process and provided feedback on study information and updated MAG’s Study Team on ongoing planning efforts in their communities.

Stakeholders Meetings: Stakeholders meetings were conducted quarterly to review and provide input into the planning process. This group had the broadest representation, as it included representatives of jurisdictions from throughout the MAG region, state agencies, and interest groups.

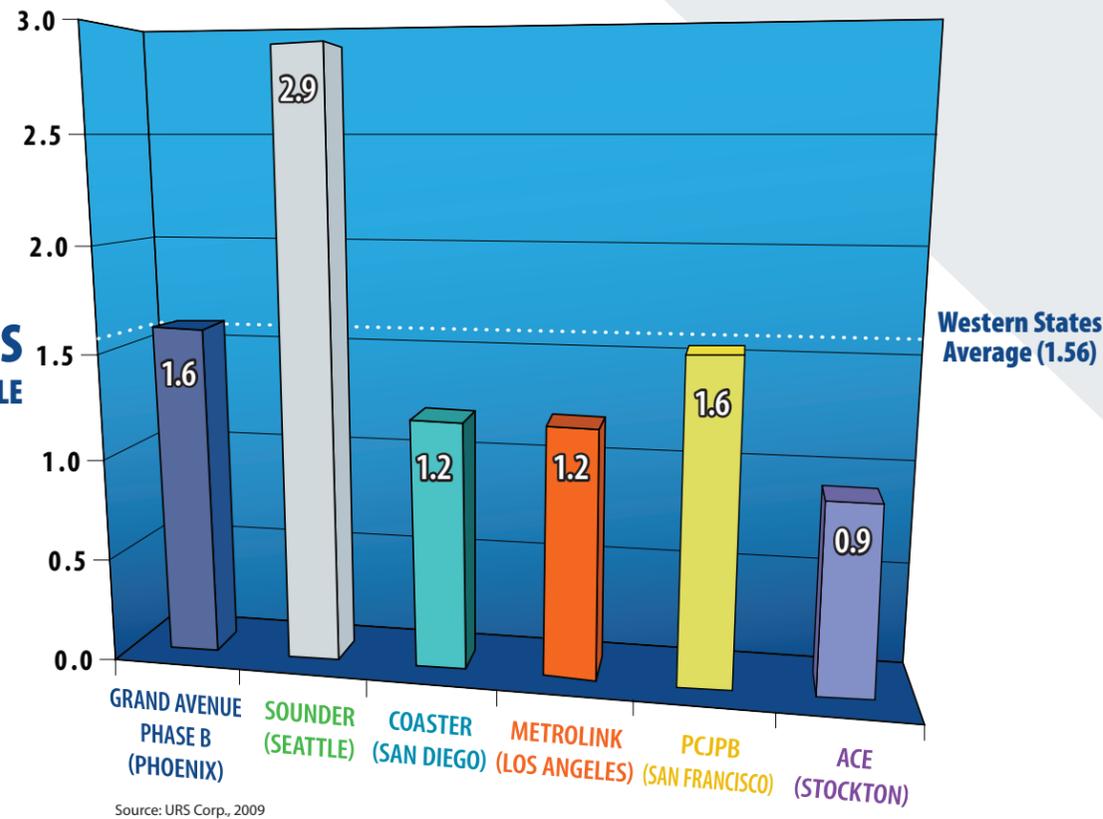
WHAT RIDERSHIP COULD BE EXPECTED ON COMMUTER RAIL?

Ridership modeling was conducted to evaluate the feasibility of commuter rail along the Grand Avenue Corridor. Ridership forecasting results showed strong destinations and attractions along the length of the corridor – including downtown Glendale, Peoria, El Mirage, and Surprise as well as downtown Phoenix.

GRAND AVENUE CORRIDOR PHASES	GRAND AVENUE CORRIDOR DAILY BOARDINGS
Phase A: Phoenix – Wittmann (Before 2020)	2,400
Phase B: Phoenix – Wittmann (2020 – 2030)	2,800
Phase C: Phoenix – West Wickenburg (2030 – 2040)	5,000

Projected ridership was compared to the experiences in other cities with commuter rail. With approximately 2,800 daily boardings forecast for Phase B between 2020 and 2030, the Grand Avenue Corridor would have approximately 1.6 daily boardings per revenue mile. This forecasted ridership is slightly above the average of 1.56 daily boardings per revenue mile for commuter rail systems in Western states.

DAILY BOARDINGS PER REVENUE MILE



GRAND AVENUE CORRIDOR AS PART OF A LARGER COMMUTER RAIL SYSTEM

In a multi-corridor scenario, the Grand Avenue Corridor would be connected to one or more commuter rail corridors to create one continuous route that provides a one-seat ride between corridors. Multi-corridor scenarios were considered as part of the MAG Commuter Rail System Study. Overall, combining corridors provides the opportunity to increase overall ridership and reduce per-rider costs. The recommendations that emerged from MAG's System Study included the Grand Avenue Corridor as part of the most productive and effective overall regional system. For more information, refer to the System Study Final Report or Executive Summary.

WHAT WOULD COMMUTER RAIL COST IN THE GRAND AVENUE CORRIDOR?

Preliminary cost estimates were prepared for the Grand Avenue Corridor by phase. These are considered to be conservative estimates, and would be expected to change as negotiations with the railroad progress and specific, needed improvements are confirmed.

COST CATEGORY	PHASE A (MILLIONS)	PHASE B (MILLIONS)	PHASE C (MILLIONS)
Total Estimated Capital Cost*	\$434.3	\$599.6	\$700.9
Estimated Annual O&M Costs*	\$7.4	\$10.8	\$49.6

* Cost in 2009 US dollars.

LOCAL OR REGIONAL FUNDING

FUND SOURCE	CAPITAL AND/OR OPERATIONS	VIABILITY
Maricopa County Transportation Excise Tax (Sales Tax)	Supports capital and/or operations	Moderate. Although the revenue generated from the current tax (Proposition 400) is programmed, future propositions are expected to occur.
Vehicle Miles Travelled (VMT) Tax	Supports capital and/or operations	Moderate. Typically used for roadway maintenance. Commonly unpopular with voters because of perceived invasion of privacy. Would be considered to be a more consistent funding alternative to a gas tax.
Payroll Tax	Potentially support capital and/or operations.	Low. Existing State, and potentially Federal, tax codes must be modified to support these uses.
Motor Vehicle Sales Tax	Potentially support capital and/or operations.	Low. The MAG region's allocation programmed. The revenue generated from the tax may not be a sustainable source of funding in the future.
Vehicle Rental Tax	Supports capital and/or operations	Low. Special uses for the surcharges collected for this tax will require County, and possibly State, law modification for the purpose of commuter rail.
Local Gas Tax	Potentially supports capital and/or operations	Low. The MAG region's allocation is currently programmed. The revenue generated from the tax may not be a sustainable source of funding in the future. State tax codes will likely require modification to authorize uses.
Vehicle License Tax by District	Supports capital and/or operations	Moderate. The VLT by district concept would require significant political support since it has not been implemented. State and/or County tax codes will likely require modification to authorize districts and uses.

PRIVATE FUNDING

FUND SOURCE	CAPITAL AND/OR OPERATIONS	VIABILITY
Public Value Capture: Benefits Assessment Districts	Potentially support capital and/or operating uses.	Low. Setting up the finance mechanism for such a public investment will require State and County statute or code modification.
Public Value Capture: Tax Increment Financing	Potentially support capital and/or operating uses.	Low. The authorization of such a mechanism will require political support and State law modification.
Public-Private Partnerships (PPP)	Potentially support capital and/or operating uses.	Moderate. ADOT is investigating new PPP opportunities. This approach is being used sparingly in other cities given uncertain nature of financial markets, but may be more viable in the future.

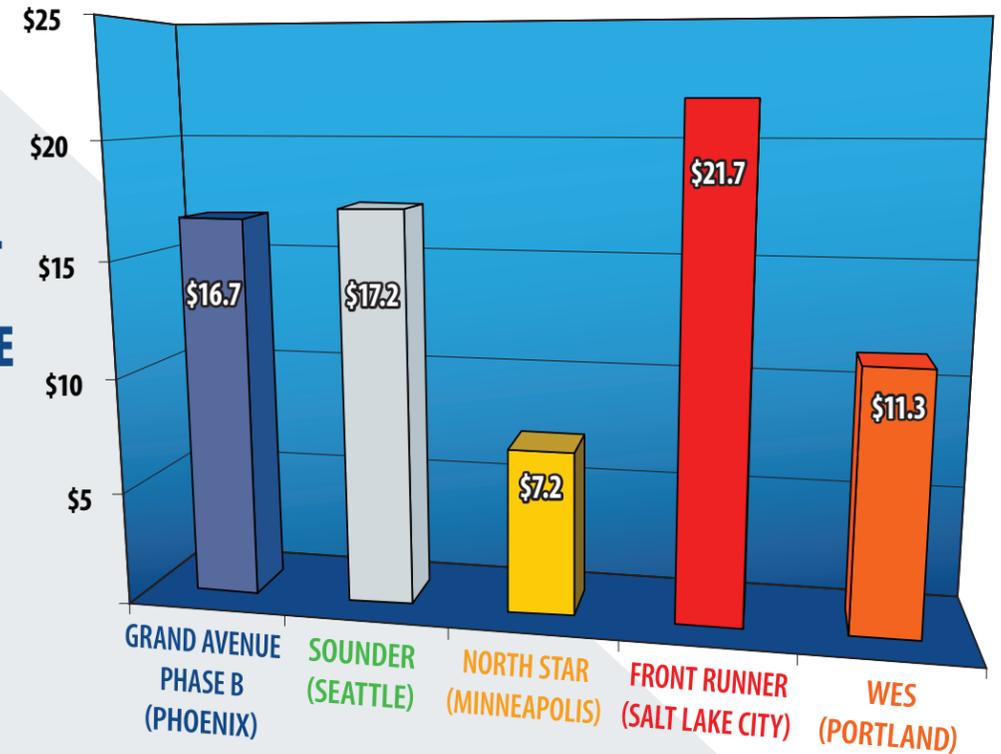
FEDERAL FUNDING

Federal Railroad Administration Section 130	Supports transportation capital uses only, primarily for the use of improving grade crossings.	Low. The State's allocation of Section 130 funding is relatively small and may likely only support a portion of a safety improvement project.
Congestion Mitigation and Air Quality (CMAQ) Funds	Supports transportation capital uses only	Low. A commuter rail project application will contend with many other capital projects in the MAG region.
Surface Transportation Program (STP) Funds	Supports transportation capital uses only	Low. A commuter rail project application will contend with many other capital projects in the MAG region.
Federal Railroad Administration High Speed and Passenger Rail Program	Supports transportation capital uses only.	Low. May only address some intercity components of commuter rail or related rail projects.

STATE FUNDING

FUND SOURCE	CAPITAL AND/OR OPERATIONS	VIABILITY
Highway User Revenue Fund (HURF)	Supports transportation capital uses only	Low. Funding is driven by fuel taxes and vehicle license taxes, which may not be sustainable sources in the future. In order to use HURF, State statute changes would be required.
Vehicle License Tax (VLT)	Supports transportation capital and/or operations	Low. The MAG region's allocation is currently programmed. The revenue generated from the tax may not be a sustainable source of funding in the future.
Statewide Transportation Acceleration Needs (STAN) Account	Supports transportation capital and/or operations	Low. The STAN account was a potential source of transit funding in the recent past, however it is not considered to be a reliable funding source in the future.
New Dedicated Statewide Transportation Funding (e.g. statewide tax)	Supports transportation capital and/or operations	Low. Unclear if new tax would be considered viable in the future.

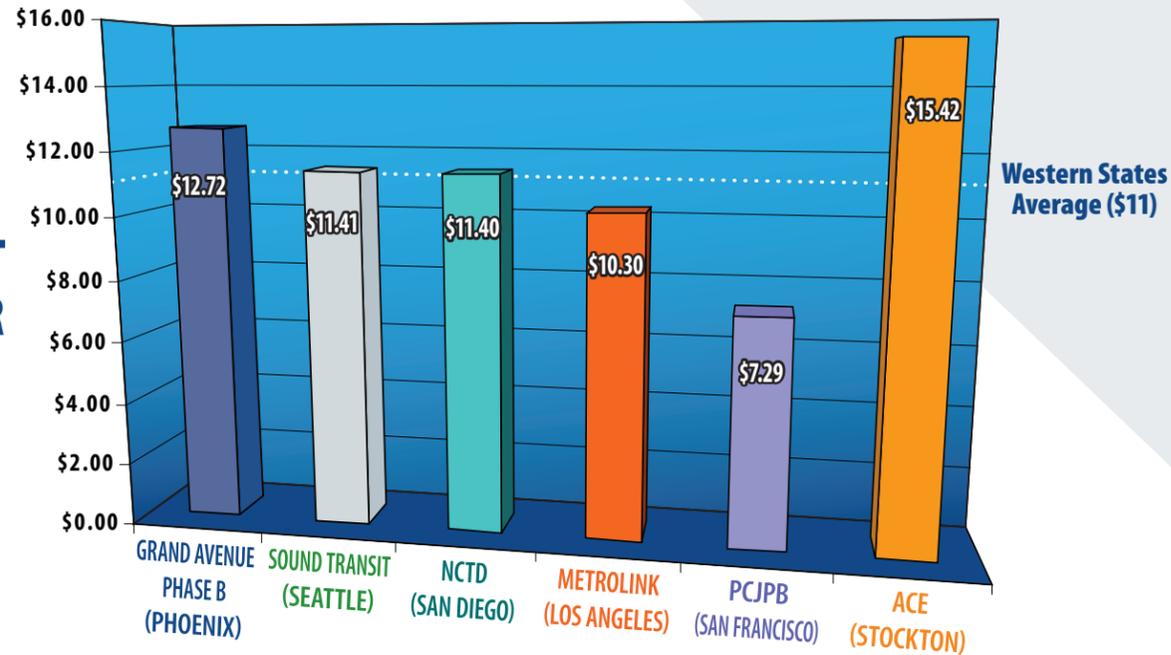
CAPITAL COST PER MILE (MILLIONS)



According to initial cost estimates, the Grand Avenue Corridor would be slightly more expensive to build and operate than peer city commuter rail systems, but is still comparable and within the range of what most industry experts would consider reasonable. Major observations related to cost include:

- The modestly higher capital cost of the Grand Avenue Corridor compared to peer city commuter rail systems can be attributed to the infrastructure improvements required to operate commuter rail service in an active and congested freight rail corridor with several freight facilities and numerous grade crossings.
- Cost-sharing of freight rail facility improvements with the BNSF Railway may reduce the capital costs for implementation of commuter rail service in the Grand Avenue Corridor.
- The annual operation and maintenance (O&M) costs of the Grand Avenue Corridor are comparable to peer city commuter rail systems.

ANNUAL O&M COST PER RIDER



Source: URS Corp., 2009

HOW CAN COMMUTER RAIL BE IMPLEMENTED?

POTENTIAL GOVERNANCE STRUCTURES

One of the most significant issues to be resolved for the implementation of commuter rail in the MAG region is the question of who will be the responsible party for managing, designing, constructing and operating the system. Implementation of a commuter rail system will require a governance structure that reflects the financial, political, and representational patterns of the areas served by commuter rail.

The existing structure of transit service providers in the Phoenix metropolitan region is a complex mix of historical operations such as the City of Phoenix transit system, the Regional Public Transportation Authority or RPTA (commonly known as Valley Metro) and Valley Metro Rail Inc. (METRO), a nonprofit, public corporation charged with the design, construction, and operation of the Valley's light rail system. In addition, ADOT is exploring intercity rail opportunities within the state. Defining appropriate governance structures for a commuter rail system would depend upon opportunities that arise for cooperation and use of railroad right-of-way. This could be for one commuter rail project or a series of projects. Each agency would have to participate in the process to define the appropriate structure.

Generally, the institutional arrangements for regional or commuter rail service throughout the country range from state-run regional rail operations to large single-purpose regional rail authorities that extend service into multiple political jurisdictions, to regional transit authorities that are responsible for multimodal services, to sub-regional agreements between cities to contribute to the management of a rail service in a common corridor. Based on the decisions regarding governance made in the most recent commuter rail projects, two key factors are likely to determine the success of a new governance structure. These factors include the ability of the institutional arrangement to (1) balance local control with the need for regional system performance; and (2) provide stable funding opportunities.

The options for an appropriate institutional structure for regional commuter rail, based on both the national experience and the local situation, are summarized below.

Regional Transit Authority/District (Multi-Modal): Should MAG consider this model in the implementation of commuter rail, it would likely entail a restructuring of RPTA, which was authorized in 1985 by the State legislature.

Regional Rail Authority/District (Single-Purpose): A newly formed regional rail authority with the sole purpose of implementing commuter rail in the region would likely involve membership by Maricopa County, and potentially Pinal County if service is expanded. This new authority would be similar to METRO.

Joint Powers Authority (JPA): In the MAG region, a JPA would be formed by aggregating authorities from constituent districts. For example, METRO could enter into an agreement with the cities to be served by commuter rail to form a JPA responsible for the design, construction and operation of commuter rail service.

Division of State Department of Transportation: While this model is primarily found in smaller states with a single metropolitan area, it may have an application in the MAG region, particularly in conjunction with a state-sponsored intercity rail connection between Tucson and Phoenix and a statewide passenger rail system.

Division of Metropolitan Planning Organization: This governance model would require expanding the charter of MAG to include the operation of commuter rail.

FUNDING OPTIONS

The initial step to develop a funding implementation strategy is to gauge possible or probable funding options from governments at the federal, state and local levels, as shown in the following tables.

FEDERAL, STATE, LOCAL AND PRIVATE FUNDING SOURCES

FEDERAL FUNDING		
FUND SOURCE	CAPITAL AND/OR OPERATIONS	VIABILITY
Federal Transit Administration Section 5307	Supports transportation capital costs including preventive maintenance	Low. The MAG region's allocation is currently programmed to support a host of other transit projects; future funds could be allocated to commuter rail. This is an annual programming allocated by formula; if and when commuter rail is added to the region, its data would enter into the formula calculation.
Federal Transit Administration Section 5309 New Starts	Supports transportation capital	Moderate. The application of Section 5309 is feasible, but the New Starts alternatives analysis planning requirements will require a significant evaluation and time. However, New Starts regulations have been relaxed recently and additional funding will likely be provided nationwide in the next authorization bill.

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MAG YUMA WEST

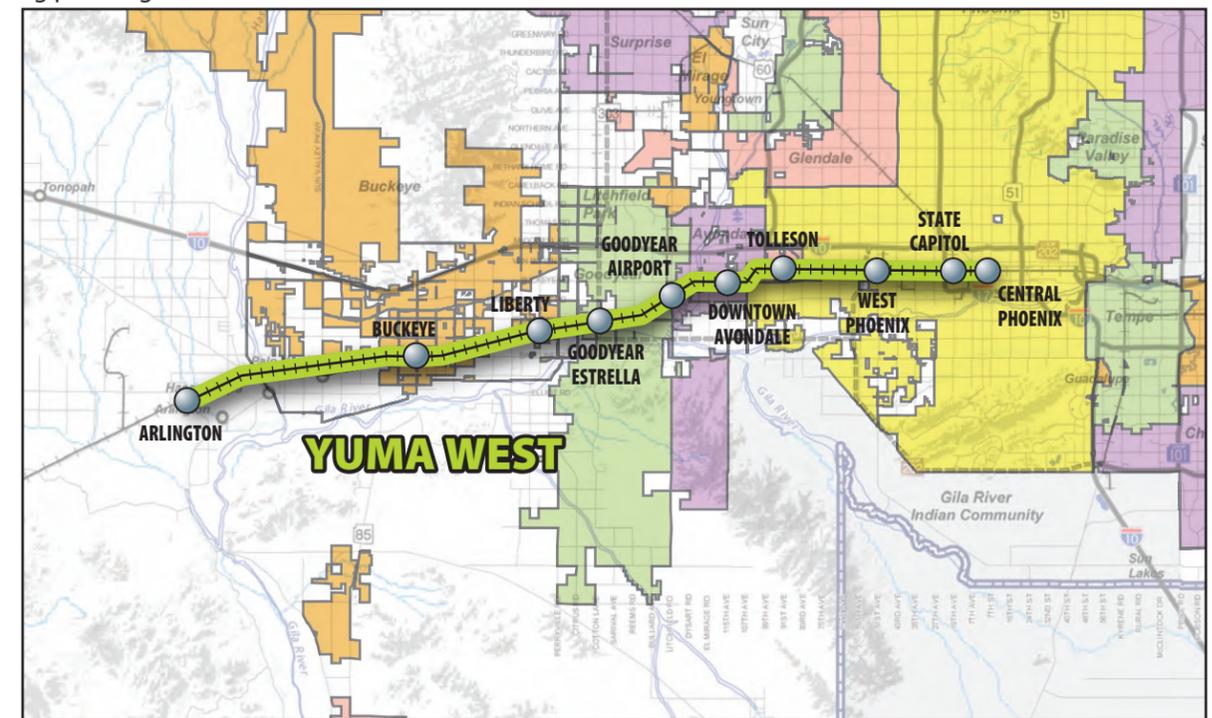
COMMUTER RAIL CORRIDOR DEVELOPMENT PLAN

EXECUTIVE SUMMARY 2010

YUMA WEST COMMUTER RAIL CORRIDOR DEVELOPMENT PLAN

The Phoenix metropolitan area has experienced unprecedented population growth over the last several decades, impacting all aspects of community development, land use, public service delivery, and particularly the demand on the Valley's transportation system. The western metropolitan region (or West Valley) has contributed a significant portion of the region's overall growth and, with developable land still available, is projected to continue to do so in the years ahead. The Yuma West Corridor Development Plan explores the feasibility of commuter rail to enhance mobility in the West Valley. It is assumed that commuter rail would share existing right-of-way owned by the Union Pacific Railroad (UPRR), similar to systems in other parts of the country.

Interstate 10 (I-10) is the only major freeway that connects downtown Phoenix with the communities in the West Valley. In addition to I-10, Buckeye Road is a major arterial roadway that provides a connection into downtown Phoenix and generally parallels the UPRR corridor. As the population of this area has grown, more residents are commuting along the I-10 and Buckeye Road corridors to key employment destinations in the central metropolitan area, including downtown Phoenix. Commuter rail technology can provide an additional tool to serve commuter travel demand. In addition, the implementation of commuter rail may promote economic and land use development opportunities if paired with local efforts to facilitate transit-supportive development. Many jurisdictions in the West Valley are identifying a public interest in such development in ongoing planning efforts.



Source: URS Corp., 2009



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WHAT IS COMMUTER RAIL?

Commuter rail trains typically provide service between suburbs to urban centers for the purpose of reaching activity centers, such as employment nodes, special events, and intermodal connections. Commuter rail trains are typically optimized for maximum passenger capacity and are equipped with comfortable seating and minimal luggage capacity. Service typically occurs at a lower frequency than light rail, serving primarily peak travel needs for commuters. Travel distance between a rail line's termini may range between 30 and 40 miles. Station spacing is typically 5 to 10 miles apart.



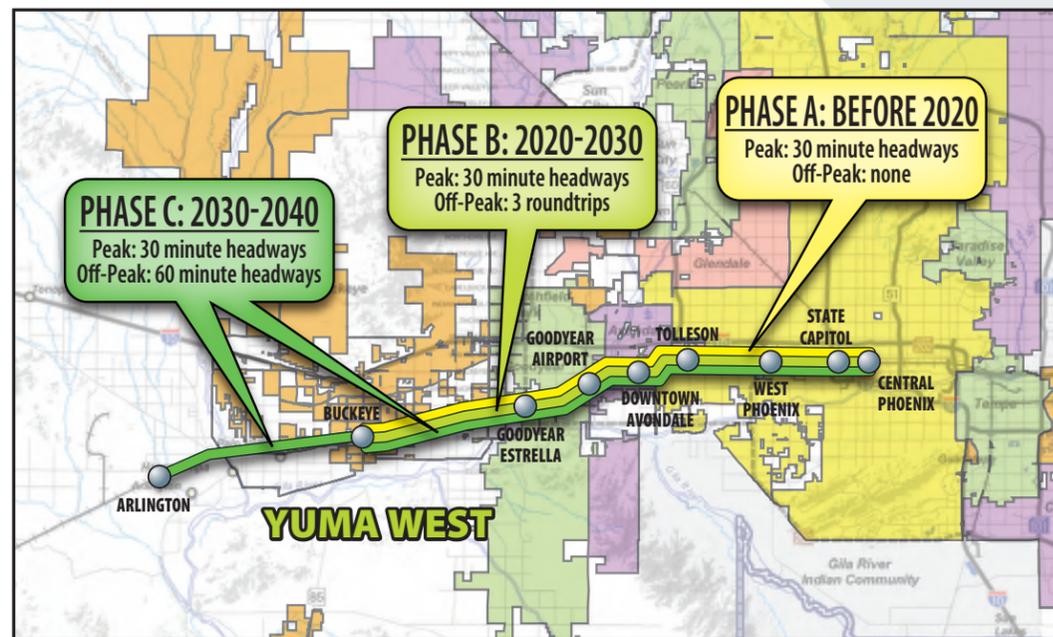
Rail Runner Express Commuter Train; Albuquerque, NM
Source: MRCOG/HDR.



Sounder Commuter Train; Seattle, WA
Source: MAG.

HOW WOULD COMMUTER RAIL SERVICE BE OPERATED?

The MAG Study Team developed three potential service levels as operating phases consisting of Phases A, B and C. Each phase increases levels of service as ridership would grow by increasing the frequency of trains (or headway) and/or expanding service areas, as shown below. Given the relatively small increase in cost between Phases A and B plus the ridership benefit of going to Phase B, it may be most cost-effective to implement both Phases A and B in any start-up scenario in this corridor.



Source: URS Corp., 2009

IMPLEMENTATION STEPS

Key implementation steps in the near-term include coordination with UPRR to further investigate opportunities for passenger rail service. A state-level initiative to advance legislation to address liability and indemnification issues is also a critical early step. Local jurisdictions, MAG, and transit providers also can work together to plan for the increased success of commuter rail service by promoting land use development and more robust transit connectivity options that will increase ridership potential.

WHAT NEAR-TERM IMPLEMENTATION STEPS ARE PROPOSED TO ADVANCE PLANNING FOR COMMUTER RAIL?

ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
Periodic Ridership Forecasting Updates	MAG	Local Jurisdictions	Ongoing
Coordinate with UPRR → Maintain point of contact and communication protocols → Develop partnership to investigate options	ADOT MAG UPRR	Local jurisdictions METRO RPTA	Ongoing
Address Enabling Legislation (Liability and Indemnification)	ADOT (as a statewide issue)	MAG UPRR	2010-2013
Identify Funding Commitments	MAG ADOT Legislature	Local jurisdictions	2010-2015
Develop and Implement Governance Plan	MAG ADOT	METRO RPTA Local jurisdictions	Following identification of local funding commitments
Preserve Future Options	Commuter Rail Authority or JPA	Local jurisdictions UPRR MAG ADOT	Ongoing
Local Planning Efforts	Local Jurisdictions	MAG ADOT	Ongoing

LONG-TERM IMPLEMENTATION STEPS

The identification of funding commitments and determination of the appropriate governance structure for commuter rail, which are likely to influence each other, will set the stage for moving into the next level of investment in commuter rail within the MAG region. Recommended long-term implementation steps include:

- Formalize partnership with the railroad
- Secure sources of funding, including federal, state, regional, and local public funding as well as private sector participation
- Design, construct, and operate initial commuter rail system
- Conduct further planning to develop a seamless transportation system and meet regional sustainability goals

COORDINATION OF INFRASTRUCTURE IMPROVEMENTS

A successful commuter rail project will require a collaboration of all participants – primarily the local governments as the development regulator and financial partner, the transit agency as the transit infrastructure builder, and the UPRR as the railroad right-of-way owner.

The Yuma West Corridor is a portion of the 208-mile Phoenix Line of the UPRR. The Phoenix Line hosted Amtrak’s Sunset Limited until June 1996, when Amtrak began to use the Gila Line south of Phoenix. When Amtrak used the line for passenger service, the maximum operating speed was 50 to 60 mph for passenger trains. Ongoing freight activity on the line today consists of local traffic only, with an average of four to six local train movements per day.

The Yuma West Corridor is a single track with few sidings and frequent industrial leads and spur tracks. Passing sidings are located at 23rd Avenue in Phoenix, Cashion, Buckeye, Dixie, and Arlington. The primary issue along this corridor with regard to concurrently operating passenger and current local freight traffic is the use of Campo Yard, which is located between 35th Avenue and 43rd Avenue in Phoenix. Campo Yard is an industrial yard that serves local industries, where rail cars coming from local industries are assembled into trains and rail cars going to local customers are broken down from incoming trains. Due to limited right-of-way, routing commuter rail tracks through or around the facility without interfering with yard activities will be a challenge. To address this issue, several infrastructure improvements are proposed and coordination with UPRR on operations will be critical.

Some infrastructure improvements that potentially would be required as the level of commuter rail service increases includes Positive Train Control, or PTC, and quiet zones may be implemented by UPRR or other parties independently of commuter rail to address FRA requirements or meet community needs. Fundamental improvements, such as upgrading the existing main line to accommodate higher train speeds, would be needed with the initial service levels of commuter rail. Sidings would also be provided at critical commuter rail stations where passenger train meets would be expected.

Prior to securing project financing, local governments within the corridor can take steps to lay the foundation for commuter rail implementation. The following is a list of such actions:

- Control regulatory actions within station areas, including the planning, zoning, and development permitting process, to facilitate the development of commuter rail stations.
- Use other implementation tools such as infrastructure construction (for example, streets and utilities), land purchase and assembly, and creation of urban design guidelines to facilitate transit-supportive development.



STAKEHOLDER INVOLVEMENT DURING THE PLANNING PROCESS

The stakeholder involvement component of the planning process for this Corridor Development Plan was extensive. Throughout the study process, several groups met regularly to review project information and provide feedback. These groups included:

Project Management Team (PMT): The PMT included representatives from MAG, the Regional Public Transportation Authority (RPTA), Valley Metro Rail, Inc. (METRO), and the Arizona Department of Transportation (ADOT). The PMT met monthly to review study information and coordinate ongoing planning activities.

Project Review Team (PRT): The PRT included representatives from the local jurisdictions throughout the Yuma West Corridor. This group met quarterly throughout the year-long study process and provided feedback on study information and updated MAG’s Study Team on ongoing planning efforts in their communities.

Stakeholders Meetings: Stakeholders meetings were conducted quarterly to review and provide input into the planning process. This group had the broadest representation, as it included representatives of jurisdictions from throughout the MAG region, state agencies, and interest groups.

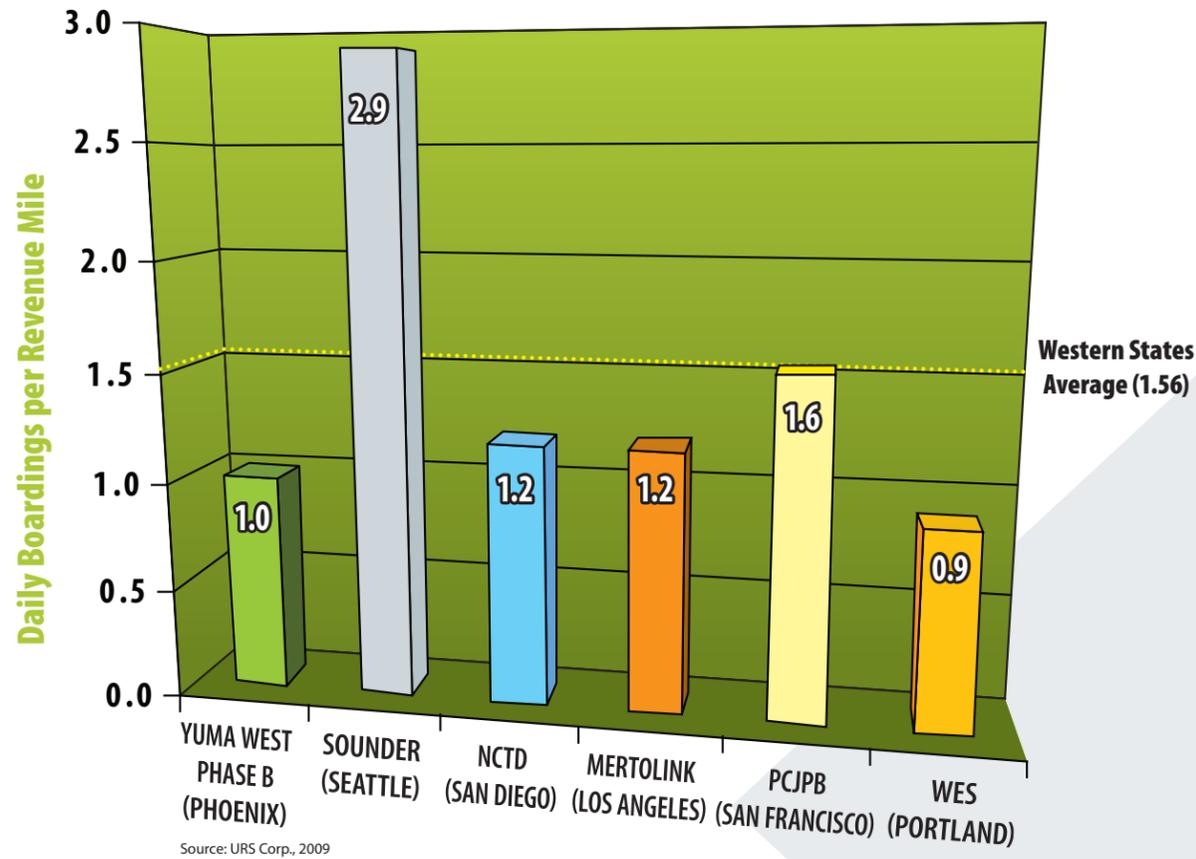
WHAT RIDERSHIP COULD BE EXPECTED ON COMMUTER RAIL?

Ridership modeling was conducted to evaluate the feasibility of commuter rail along the Yuma West Corridor. Phases A and B provide primarily peak period service, and the jump in ridership for Phase C reflects more frequent service as well as a longer line to Arlington.

YUMA WEST CORRIDOR DEVELOPMENT PHASES	YUMA WEST CORRIDOR DAILY BOARDINGS
Phase A: Phoenix – Buckeye (Before 2020)	1,200
Phase B: Phoenix – Buckeye (2020 – 2030)	1,420
Phase C: Phoenix – Arlington (2030 – 2040)	2,540

These ridership figures were estimated through use of the MAG travel demand model. Additional potential influences on ridership in the Yuma West Corridor also were identified. Although these are not quantified in the model, potential ridership could be expanded due to the following considerations:

- Changes in planned mobility improvements in the West Valley
- Special events
- Palo Verde Generation Station commuters



YUMA WEST CORRIDOR AS PART OF A LARGER COMMUNITY RAIL SYSTEM

In a multi-corridor scenario, the Yuma West Corridor would be connected to one or more other commuter rail corridors to create one continuous route that provides a one-seat ride throughout the region. Multi-corridor scenarios were considered as part of the MAG Commuter Rail System Study. Overall, combining corridors provides the opportunity to increase overall ridership and reduce per-rider costs. The recommendations that emerged from MAG's System Study included the Yuma West Corridor as part of the most productive and effective overall regional system. For more information, refer to the System Study Final Report or Executive Summary.

WHAT WOULD COMMUTER RAIL COST IN THE YUMA WEST CORRIDOR?

Preliminary cost estimates were prepared for the Yuma West Corridor by phase. These are considered to be conservative estimates, and would be expected to change as negotiations with the railroad progress and specific, needed improvements are confirmed.

ESTIMATED CAPITAL COSTS FOR THE YUMA WEST CORRIDOR

COST CATEGORY	PHASE A (MILLIONS)	PHASE B (MILLIONS)	PHASE C (MILLIONS)
Total Estimated Capital Cost*	\$356.0	\$365.2	\$453.5
Estimated Annual O&M Costs*	\$3.8	\$11.9	\$28.1

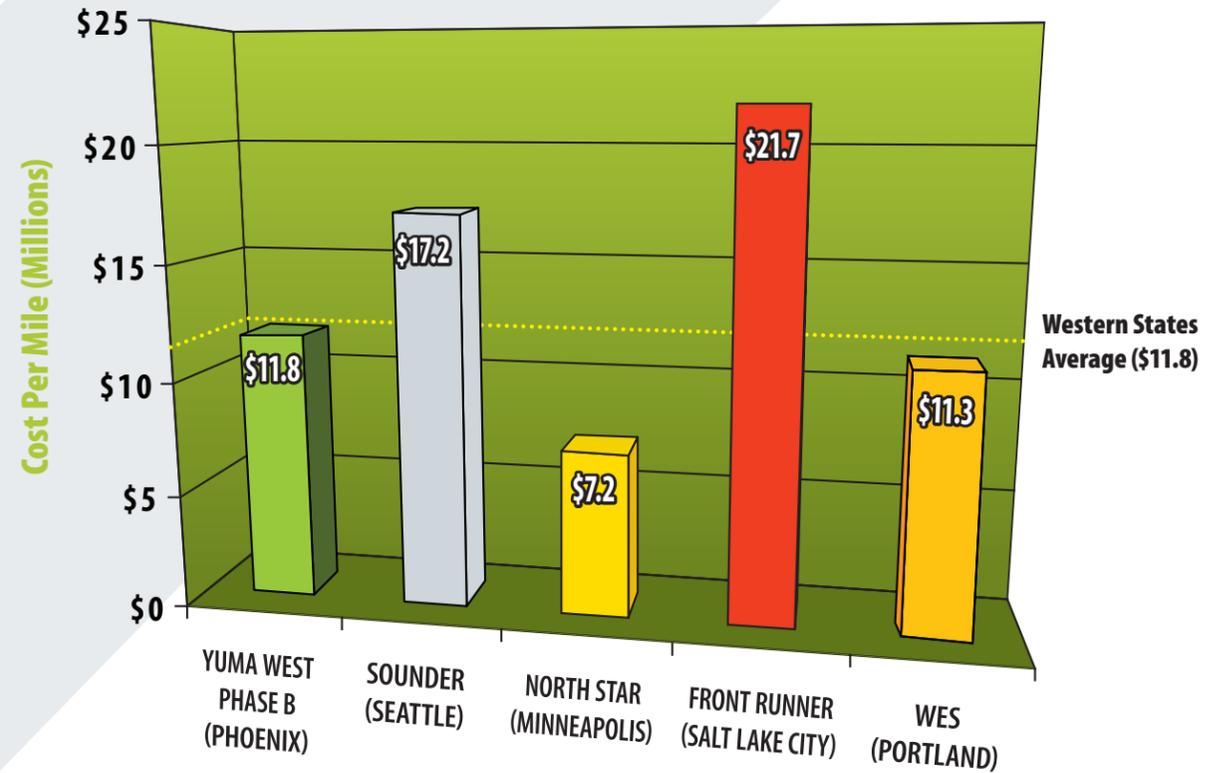
* Cost in 2009 US dollars.

LOCAL OR REGIONAL FUNDING		
FUND SOURCE	CAPITAL AND/OR OPERATIONS	VIABILITY
Maricopa County Transportation Excise Tax (Sales Tax)	Supports capital and/or operations	Moderate. Although the revenue generated from the current tax (Proposition 400) is programmed, future propositions are expected to occur.
Vehicle Miles Travelled (VMT) Tax	Supports capital and/or operations	Moderate. Typically used for roadway maintenance. Commonly unpopular with voters because of perceived invasion of privacy. Would be considered to be a more consistent funding alternative to a gas tax.
Payroll Tax	Potentially support capital and/or operations.	Low. Existing State, and potentially Federal, tax codes must be modified to support these uses.
Motor Vehicle Sales Tax	Potentially support capital and/or operations.	Low. The MAG region's allocation programmed. The revenue generated from the tax may not be a sustainable source of funding in the future.
Vehicle Rental Tax	Supports capital and/or operations	Low. Special uses for the surcharges collected for this tax will require County, and possibly State, law modification for the purpose of commuter rail.
Local Gas Tax	Potentially supports capital and/or operations	Low. The MAG region's allocation is currently programmed. The revenue generated from the tax may not be a sustainable source of funding in the future. State tax codes will likely require modification to authorize uses.
Vehicle License Tax by District	Supports capital and/or operations	Moderate. The VLT by district concept would require significant political support since it has not been implemented. State and/or County tax codes will likely require modification to authorize districts and uses.

PRIVATE FUNDING		
FUND SOURCE	CAPITAL AND/OR OPERATIONS	VIABILITY
Public Value Capture: Benefits Assessment Districts	Potentially support capital and/or operating uses.	Low. Setting up the finance mechanism for such a public investment will require State and County statute or code modification.
Public Value Capture: Tax Increment Financing	Potentially support capital and/or operating uses.	Low. The authorization of such a mechanism will require political support and State law modification.
Public-Private Partnerships (PPP)	Potentially support capital and/or operating uses.	Moderate. ADOT is investigating new PPP opportunities. This approach is being used sparingly in other cities given uncertain nature of financial markets, but may be more viable in the future.

FEDERAL FUNDING		
Federal Railroad Administration Section 130	Supports transportation capital uses only, primarily for the use of improving grade crossings.	Low. The State's allocation of Section 130 funding is relatively small and may likely only support a portion of a safety improvement project.
Congestion Mitigation and Air Quality (CMAQ) Funds	Supports transportation capital uses only	Low. A commuter rail project application will contend with many other capital projects in the MAG region.
Surface Transportation Program (STP) Funds	Supports transportation capital uses only	Low. A commuter rail project application will contend with many other capital projects in the MAG region.
Federal Railroad Administration High Speed and Passenger Rail Program	Supports transportation capital uses only.	Low. May only address some intercity components of commuter rail or related rail projects.

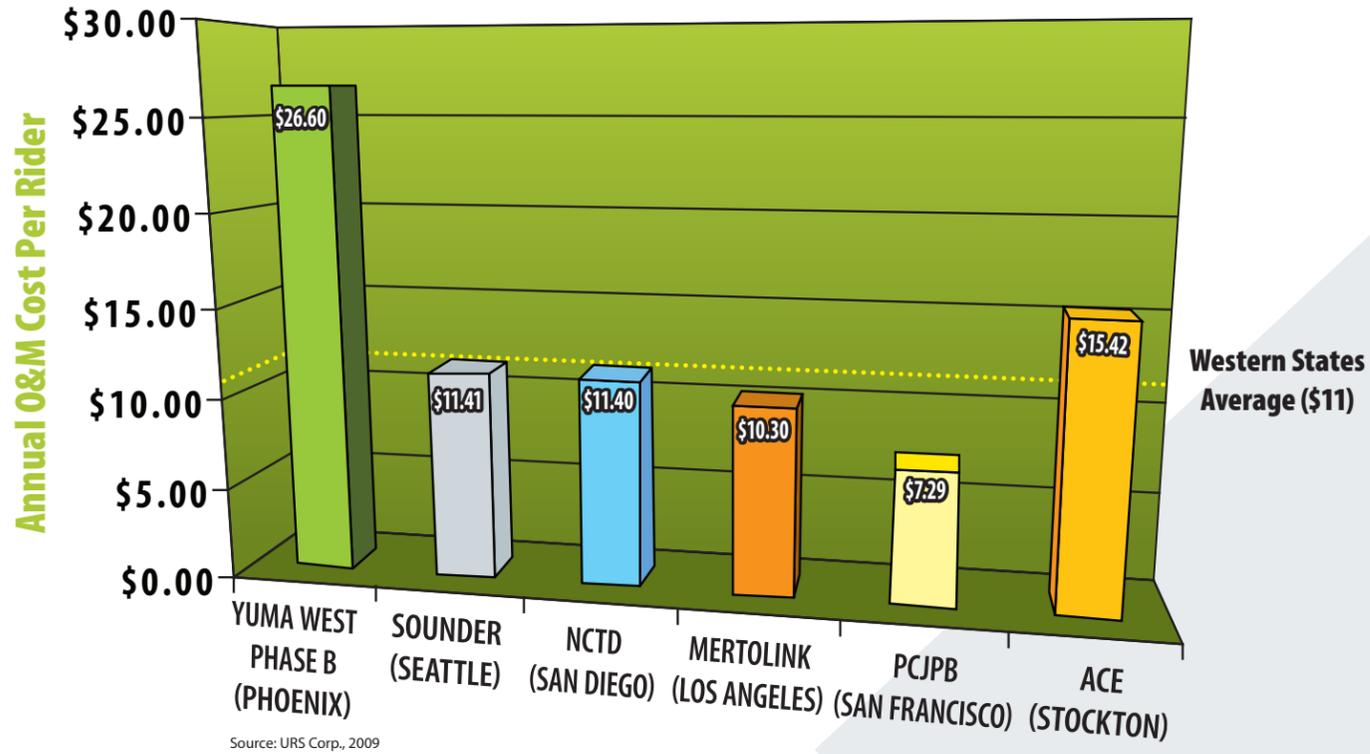
STATE FUNDING		
FUND SOURCE	CAPITAL AND/OR OPERATIONS	VIABILITY
Highway User Revenue Fund (HURF)	Supports transportation capital uses only	Low. Funding is driven by fuel taxes and vehicle license taxes, which may not be sustainable sources in the future. In order to use HURF, State statute changes would be required.
Vehicle License Tax (VLT)	Supports transportation capital and/or operations	Low. The MAG region's allocation is currently programmed. The revenue generated from the tax may not be a sustainable source of funding in the future.
Statewide Transportation Acceleration Needs (STAN) Account	Supports transportation capital and/or operations	Low. The STAN account was a potential source of transit funding in the recent past, however it is not considered to be a reliable funding source in the future.
New Dedicated Statewide Transportation Funding (e.g. statewide tax)	Supports transportation capital and/or operations	Low. Unclear if new tax would be considered viable in the future.



Source: URS Corp., 2009

Capital costs to implement Phases A and B of the Yuma West Corridor are estimated to be approximately \$11.8 million per mile. A review of the capital costs to build commuter rail in peer cities indicated that capital costs ranged from \$7.2 to 21.7 million; Yuma West would be in the low-to-mid range of these peer city costs. Due to the relatively low ridership projected for the Yuma West Corridor, the estimated operations and maintenance (O&M) cost of \$26.60 per rider is relatively high compared to peer cities.

The relatively low capital costs associated with the Yuma West Corridor and higher development potential (due to more vacant land in the West Valley that may develop over time) are positive attributes of this corridor. As discussed in the MAG Commuter Rail System Study, the Yuma West Corridor is most cost-effective as part of a larger, interlined system that would spread the O&M costs among more riders.



system performance; and (2) provide stable funding opportunities. The options for an appropriate institutional structure for regional commuter rail, based on both the national experience and the local situation, are summarized below.

Regional Transit Authority/District (Multi-Modal): Should MAG consider this model in the implementation of commuter rail, it would likely entail a restructuring of RPTA, which was authorized in 1985 by the State legislature.

Regional Rail Authority/District (Single-Purpose): A newly formed regional rail authority with the sole purpose of implementing commuter rail in the region would likely involve membership by Maricopa County, and potentially Pinal County if service is expanded. This new authority would be similar to METRO.

Joint Powers Authority (JPA): In the MAG region, a JPA would be formed by aggregating authorities from constituent districts. For example, METRO could enter into an agreement with the cities to be served by commuter rail to form a JPA responsible for the design, construction and operation of commuter rail service.

Division of State Department of Transportation: While this model is primarily found in smaller states with a single metropolitan area, it may have an application in the MAG region, particularly in conjunction with a state-sponsored intercity rail connection between Tucson and Phoenix and a statewide passenger rail system.

Division of Metropolitan Planning Organization: This governance model would require expanding the charter of MAG to include the operation of commuter rail.

FUNDING OPTIONS

Another initial step to develop a funding implementation strategy is to gauge possible or probable funding options from governments at the federal, state and local levels.

HOW CAN COMMUTER RAIL BE IMPLEMENTED?

POTENTIAL GOVERNANCE STRUCTURES

One of the most significant issues to be resolved for the implementation of commuter rail in the MAG region is the question of who will be the responsible party for managing, designing, constructing and operating the system. Implementation of a commuter rail system will require a governance structure that reflects the financial, political, and representational patterns of the areas served by commuter rail.

The existing structure of transit service providers in the Phoenix metropolitan region is a complex mix of historical operations such as the City of Phoenix transit system, the Regional Public Transportation Authority (RPTA) and Valley Metro Rail Inc. (METRO), a nonprofit, public corporation charged with the design, construction, and operation of the Valley’s light rail system. In addition, ADOT is exploring intercity rail opportunities within the state. Defining appropriate governance structures for a commuter rail system would depend upon opportunities that arise for cooperation and use of railroad right-of-way. Each agency would have to participate in the process to define the appropriate structure.

Generally, the institutional arrangements for regional or commuter rail service throughout the country range from state-run regional rail operations to large single-purpose regional rail authorities that extend service into multiple political jurisdictions, to regional transit authorities that are responsible for multimodal services, to sub-regional agreements between cities to contribute to the management of a rail service in a common corridor. Based on the decisions regarding governance made in the most recent commuter rail projects, two key factors are likely to determine the success of a new governance structure. These factors include the ability of the institutional arrangement to (1) balance local control with the need for regional

FEDERAL, STATE, LOCAL AND PRIVATE FUNDING SOURCES

FEDERAL FUNDING		
FUND SOURCE	CAPITAL AND/OR OPERATIONS	VIABILITY
Federal Transit Administration Section 5307	Supports transportation capital costs including preventive maintenance	Low. The MAG region’s allocation is currently programmed to support a host of other transit projects; future funds could be allocated to commuter rail. This is an annual programming allocated by formula; if and when commuter rail is added to the region, its data would enter into the formula calculation.
Federal Transit Administration Section 5309 New Starts	Supports transportation capital	Moderate. The application of Section 5309 is feasible, but the New Starts alternatives analysis planning requirements will require a significant evaluation and time. However, New Starts regulations have been relaxed recently and additional funding will likely be provided nationwide in the next authorization bill.

CONTINUED >>>

May 18, 2010

TO: Members of MAG Regional Council

FROM: Amy St. Peter, Human Services Manager

SUBJECT: SUSTAINABLE COMMUNITIES PLANNING GRANT PROGRAM

On April 19, 2010, the MAG Executive Committee directed MAG staff to gather information about the upcoming Sustainable Communities Planning Grant Program offered through the U.S. Department of Housing and Urban Development. The purpose of the program is to integrate planning for housing, transportation, and economic development in order to promote the environment, the economy, and social equity. The purpose of this memorandum is to update the MAG Regional Council on items under consideration for a potential MAG application for the Sustainable Communities Planning Grant Program.

The U.S. Department of Housing and Urban Development (HUD) is partnering with the U.S. Department of Transportation (DOT) and the Environmental Protection Agency (EPA) on the Sustainable Communities Planning Grant Program. The funding supports the development of regional plans for sustainable development. MAG may be eligible to apply for funding. Applying for this funding source may position MAG well in the future if such plans become a requirement with the reauthorization of federal transportation funding.

The Notice of Funding Availability (NOFA) is expected to be released by the U.S. Department of Housing and Urban Development (HUD) by June 2010. Up to \$5 million may be available for large metropolitan areas with a 20 percent match. Additional funds are expected to be available in the future to assist with implementation of the regional plans. It is anticipated that the grant will be oversubscribed and competitive. In a recent address, HUD Secretary Sean Donovan indicated that they expect to make 40 awards nationwide. He also indicated the time frame to apply for the grant will likely be as short as 60 days.

The advance notice published by HUD in March did not define an eligible applicant or region. It is hoped that the Notice of Funding Availability (NOFA) due by mid-June will clarify who can apply for this funding. Such clarification will help determine if MAG is the most appropriate applicant for the region. Many in this region have expressed interest in applying or partnering for the grant. Feedback received so far indicates support for a regional application through MAG. Some cities are also weighing the benefits of applying on their own or through a regional effort. Other councils of governments are considering their options. The Joint Planning Advisory Council discussed the possibility of a consolidated application in April. CAAG has indicated they intend to apply with MAG if we move forward with an application. Discussions are underway with PAG.

If MAG does submit an application on behalf of the region or on behalf of the Sun Corridor, there are some potential opportunities for action. A regional plan for sustainable development could include a focus on developing green housing and jobs along high capacity transit lines such as commuter rail, light rail, and the proposed intercity rail from Phoenix to Tucson. The officers of the technical Committees expressed support for this focus. They also indicated it was important to focus on the entire region, to consider infill development, to specifically identify the impact desired by the plan, and to leverage existing efforts proposed in the MAG FY 2011 Unified Planning Work Program.

Potential community partners such as Urban Land Institute, ASU, LISC, Sonoran Institute and others expressed support for transit oriented development, connecting the paths along the canals, working with the tribal communities to connect them with additional transit services, and developing model codes to promote transit oriented development and fiscal effectiveness.

Feedback received by HUD indicates support for a consolidated application on behalf of the Sun Corridor, specific criteria to measure the impact of the planning process, and strong partners committed to a unifying purpose. HUD has indicated that all applications will need to address the six livability principles HUD has identified as part of the Sustainable Communities Program. The principles include the following:

- Providing more transportation choices: Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce the nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- Promoting equitable, affordable housing: Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility, and lower the combined cost of housing and transportation.
- Enhancing economic competitiveness: Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers as well as expanded business access to markets.
- Supporting existing communities: Target federal funding toward existing communities - through such strategies as transit-oriented, mixed-use development and land recycling - to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.
- Coordinating policies and leveraging investment: Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- Valuing communities and neighborhoods: Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods whether rural, urban, or suburban.

HUD has also indicated that regional plans will need to identify goals, performance measures, strategies for implementing the goals, prioritized projects, and public involvement relating to housing, transportation, economic development, land use, environmental, energy, green space and water infrastructure. Sustainability has been a common theme among other federal agencies such as the Federal Transit Administration and is expected to be an ongoing priority.

If you have any questions regarding this item, please contact me at the MAG office at (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

May 18, 2010

SUBJECT:

Approval of the Draft FY 2011 MAG Unified Planning Work Program and Annual Budget and the Member Dues and Assessments

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 was presented incrementally each month, and adjustments have been made as information was received.

The Management Committee reviewed the development of the Work Program and Annual Budget at its meetings on January 13, February 10, March 10, and April 14, 2010. The Regional Council reviewed the draft budget document at its meetings on January 27, February 24, March 31 and April 28, 2010.

MAG Dues and Assessments were presented in January 2010 with a proposed overall decrease of 50 percent due to economic conditions.

Each year new projects are proposed for inclusion in the MAG planning efforts. The proposed new projects for FY 2011 were first presented at the February 10, 2010, Management Committee meeting, the February 16, 2010, Executive Committee meeting, and the February 24, 2010, Regional Council meeting. These new project proposals come from the various MAG technical committees, policy committees and other 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. No additional revisions were made to proposed projects from the February presentations.

The review of the draft Work Program and Annual Budget for the Intermodal Planning Group (IPG) meeting on April 29, 2010, did not result in any new recommendations for the FY 2011 Work Program and Annual Budget document.

The draft FY 2011 draft Work Program and Annual Budget reflects an increase that is primarily due to the renovation and remodel of the MAG office space. There are increases in personnel and overhead costs as well as consultant projects that also contribute to this budgeted increase. Overall, including carryforward totals, the final draft budget for FY 2011 reflects an increase of 15.17 percent from the budgeted amount in the current year.

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

The MAG region, as a Transportation Management Area and as a Metropolitan Planning Organization, is required (by federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities. The regional transportation projects received from other organizations are noted in the Work Program.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is presenting the final draft FY 2011 budget, which provides for an incremental review of key budget details of the complete draft 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 as it is drafted. MAG is providing a budget summary, "MAG Programs in Brief," 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. The draft FY 2011 Unified Planning Work Program and Annual Budget is also provided.

ACTION NEEDED:

Approval of the resolution adopting the Draft FY 2011 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

PRIOR COMMITTEE ACTIONS:

On May 17, 2010, the MAG Executive Committee recommended approval of the resolution adopting the Draft 2011 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

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

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

On May 12, 2010, the MAG Management Committee recommended approval of the resolution adopting the Draft 2011 MAG Unified Planning Work Program and Annual Budget and the member dues and assessments.

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
- Wayne Anderson for Usama Abujbarah,

- Cave Creek
- Pat Dennis for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- # Julie Ghetti for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- 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
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Karen Peters for David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Dave Richert, Scottsdale

Michael Celaya for Mark Corona, Surprise
Jeff Kulaga for Charlie Meyer, Tempe
* Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Mark Hannah for Lloyce Robinson,
Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith,
Maricopa County
David Boggs, Valley Metro/RPTA

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

This item was on the April 28, 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

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
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 April 19, 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

This item was on the April 14, 2010 Management Committee agenda:

MEMBERS ATTENDING

Patrice Kraus for Mark Pentz, Chandler
Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale

Scott Lowe for Stephen Cleveland,
Buckeye
* Gary Neiss, Carefree
Usama Abujbarah, Cave Creek

Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Michelle Gramley 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
David Cavazos, Phoenix

John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Dave Richert, Scottsdale
Michael Celaya for Mark Corona, Surprise
Jeff Kulaga for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Robert Samour for John Halikowski, ADOT
Kenny Harris for David Smith,
Maricopa County
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

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

This item was on the March 31, 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

Vice Mayor Georgia Lord 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
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, CTOC

* Those members neither present nor represented by proxy.

Attended by telephone conference call. + Attended by videoconference call.

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

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.

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 Comm.
- 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 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
Susan Daluddung for Carl Swenson, Peoria
George Hoffman, Apache Junction
Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe

Sonny Culbreth for Darryl Crossman,
Litchfield Park
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Dave Richert, Scottsdale
Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John Fink for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

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