MARICOPA ASSOCIATION of GOVERNMENTS

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September 11, 2007

TO: Members of the Transportation Policy Committee

FROM: Councilmember Peggy Bilsten, Phoenix, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.
Wednesday, September 19, 2007
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As was discussed at the first meeting of the Committee, proxies would not be allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

For those attending in person, please park in the garage under the building. 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 Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Refreshments and a light snack will be provided. If you have any questions, please contact Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee

TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
September 19, 2007

	COMMITTEE ACTION REQUESTED
1. Call to Order	
2. Pledge of Allegiance	
3. Call to the Audience An opportunity will be provided to members of the public to address the Transportation Policy Committee 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 Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4. Approval of Consent Agenda Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).	4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. Approval of August 20, 2007 Meeting Minutes	4A. Review and approval of the August 20, 2007 meeting minutes.
*4B. Arterial Life Cycle Program Status Report The Arterial Life Cycle Program (ALCP) Status Report covers the period from January to June of 2007 and includes an update on ALCP Project work, the FY 2008 ALCP schedule, and ALCP revenues and finances. Please refer to the enclosed material.	4B. Information and discussion.

*4C. Proposition 400 Noise Mitigation Funds

On May 24, 2007, MAG issued a solicitation of projects to utilize the remaining $20 million of noise mitigation funds that were part of Proposition 400. The purpose of the program is to address noise mitigation in residential areas where traffic noise substantially increased due to overall increases in traffic volume on the MAG Regional Freeway System. The original intent of the program was to mitigate noise in areas not eligible for noise mitigation through the normal ADOT process, i.e., areas that are scheduled for roadway improvements through 2025. The five requests that were received are currently undergoing technical review by the Arizona Department of Transportation (ADOT). The initial review is expected to be completed within the next 30 days. The results of the ADOT review and the evaluation of the projects will then be presented to the Transportation Policy Committee for information and discussion. Since the total cost of the requested projects may exceed the available funding, criteria that could be used to rank the projects will also be presented at that time for TPC discussion and possible recommendation on the next steps. Please refer to the enclosed material.

4C. Information and discussion.

ITEMS PROPOSED TO BE HEARD

5. Reexamination of MAG Highway Acceleration Policy

In March 2002, the Regional Council established a highway acceleration policy. Until recently, this policy was used to accelerate portions of the freeway system funded through Proposition 300 funding. With the passage of Proposition 400, the freeway system funded by Proposition 300 was combined with the existing Interstate system. Since that time, some accelerations have been processed under the March 2000 policy. In the last legislative session, the STAN II account was established and interest cost is now reimbursable using STAN II funding. This is a change from the March 2000 policy, that assigns the interest cost to the member agency requesting the acceleration and to the Regional Freeway Program. In the past, this sharing of cost has been

5. Information, discussion and possible action.

approximately on a 50/50 basis. With interest reimbursement now being possible through the STAN II legislation, it has been requested that the March 2000 MAG Highway Acceleration Policy be reexamined. This item is on the September 12, 2007 Management Committee agenda for possible action. An update will be provided. Please refer to the enclosed material.

6. Assignment of Funding to the MAG Transportation Program by Congressional/Legislative Action

In 1999, an historic accord was reached with the Arizona Department of Transportation (Casa Grande Resolves), that established a funding formula for federal and state transportation funds. The Resource Allocation Advisory Committee that evolved from this process monitors additional funds that flow to transportation to ensure that all regions in the state receive their share of the funding. In the past, when member agencies have requested special funding through the Congressional delegation, it has been important that these projects be funded from resources not already being sent to Arizona. In the Arizona legislative funding, this principle has also been important. In the STAN I legislation passed in 2006, new funding was provided by the legislature. If existing funding is used either on the federal or state level, it preempts the state and regional processes mandated by federal law. How to work with our state and federal legislative partners will be discussed. This item is on the September 12, 2007 Management Committee agenda for possible action. An update will be provided.

6. Information, discussion and possible action.

7. Transportation Legislative Update

In the past legislative session, new transportation laws were enacted that recently became effective. An update will be provided on the implementation of these laws.

7. Information and discussion.

8, Building a Quality Arizona Update

Over the past year, the Arizona Association of Councils of Governments and Metropolitan Planning Organizations has been meeting to

8. Information, discussion and input on framework study areas, study process and election timing.

discuss growth and transportation issues. As a result of these meetings, it was recommended that a Reconnaissance Study be initiated to examine transportation bottlenecks throughout the state, to develop a statewide modeling tool and to recommend areas for transportation framework studies. On December 13, 2006, the Regional Council approved MAG contributing financially to this study. On August 31, 2007, the COG's/MPO's along with business partners and the Arizona Department of Transportation met to receive preliminary information from the Reconnaissance Study and to discuss the areas throughout the state that would benefit from framework studies and a potential study process that would lead to a statewide transportation election. An update on the Reconnaissance Study will be provided to the member of the Transportation Policy Committee and the possible areas for framework studies. The framework studies will be partially funded through $7 million that was approved by the State Transportation Board. In addition to reviewing the proposed study areas, the process and timing leading to a potential statewide transportation election will be discussed. Please refer to the enclosed material.

9. <u>The Interstate 10-Hassayampa Valley Transportation Framework Study</u>

Since May 2006, MAG has had the Interstate 10-Hassayampa Valley Transportation Framework Study underway for establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountains. A briefing will be provided about the results and potential recommendations that have been generated on the project. Please refer to the enclosed material.

9. Information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

August 20, 2007
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Councilmember Peggy Bilsten, Phoenix, Chair
Mayor Keno Hawker, Mesa, Vice Chair
Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa Indian Community
F. Rockne Arnett, Citizens Transportation Oversight Committee
* Vice Mayor Gail Barney, Queen Creek
Stephen Beard, SR Beard & Associates
* Mayor Steven Berman, Gilbert
Dave Berry, Swift Transportation
Jed S. Billings, FNF Construction
Mayor Bobby Bryant, Buckeye
Mayor James Cavanaugh, Goodyear
* Mayor Boyd Dunn, Chandler
# Mayor Hugh Hallman, Tempe
* Eneas Kane, DMB Associates
# Mark Killian, The Killian Companies/ Sunny Mesa, Inc.
* Joe Lane, State Transportation Board
Mayor Marie Lopez Rogers, Avondale
Mayor Mary Manross, Scottsdale
David Scholl, Westcor
Mayor Elaine Scruggs, Glendale
Supervisor Max W. Wilson, Maricopa County

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

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Peggy Bilsten at 4:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. She said how glad she was to be back in this great country, where issues can be discussed with civility and without the threat of violence.

Chair Bilsten announced that Mayor Hallman, Mr. Arnett, and Mr. Killian were participating by telephone.

Chair Bilsten requested that members of the public turn in their public comment cards to staff. Transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff.

3. Call to the Audience

Chair Bilsten stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Bilsten recognized public comment from Joseph Ryan, Sun City West, who spoke about transportation planning. He suggested that sufficient revenue to build freeways properly is needed. Mr. Ryan stated that to add capacity to undersized ramps, they repaint the ramp from one lane to two lanes. He commented that this is not good planning. Mr. Ryan encouraged having a policy so engineers cannot underbuild freeways. Chair Bilsten thanked Mr. Ryan for his comments.

4. Approval of Consent Agenda

Chair Bilsten stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. Chair Bilsten recognized public comment from Joseph Ryan, and noted that Mr. Ryan had spent his career in the field of transportation. She expressed her appreciation to Mr. Ryan for traveling from Sun City West to the meeting. Mr. Ryan commented on the recent newspaper article that says some road building projects could be delayed. He spoke about Loop 303. Mr. Ryan commented that planning was moved from Maricopa County to ADOT. He said that ADOT's plan for the Grand Avenue intersection is not a good solution and will cause air pollution. Chair Bilsten thanked Mr. Ryan for his comments.

Chair Bilsten asked members if they had questions or would like to hear any of the consent agenda items individually. No requests were noted. Mr. Beard moved to recommend approval of the consent agenda items #4A, #4B, and #4C. Mayor Hawker seconded, and the motion carried unanimously.

4A. Approval of July 18, 2007 Meeting Minutes

The Transportation Policy Committee, by consent, approved the July 18, 2007 meeting minutes.

4B. Requested Material Change to Purchase the Mesa Transit Operations and Maintenance Facility and Amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of the purchase of the Mesa Transit Operations and Maintenance Facility and to amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program to include the project. According to A.R.S. 28-6353, MAG has the responsibility to approve material changes for projects funded from the Proposition 400 sales tax. The Regional Public Transportation Authority has requested approval of a material cost change for the purchase of the City of Mesa Transit Operations and Maintenance Facility. The RPTA Board of Directors approved the purchase of the facility for $9,269,199, which represents Mesa's local investment in the facility. RPTA evaluated a number of options including continuing to lease the facility from the City of Mesa. According to the analysis, the best fiscal option is to purchase the facility using

sales tax funds from the public transportation fund. The Management Committee recommended approval.

4C. Requested Changes to the ADOT Program

The Transportation Policy Committee, by consent, recommended concurrence with the proposed changes to the ADOT Program to advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implement a design-build project on the 202L (Red Mountain Freeway). and to amend the MAG Regional Transportation Plan – FY 2007 Update and the FY 2008-2012 Transportation Improvement Program, as appropriate, contingent on an air quality conformity analysis. The Arizona Department of Transportation (ADOT) has requested MAG concurrence with two proposed changes to FY 2008 of the ADOT Program. These changes would also require amendment of the MAG FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP), as appropriate. The changes involve advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implementation of a design-build project on the 202L (Red Mountain Freeway). The SR 801 (I-10 Reliever) request is to increase funding from $3,000,000 to $15,000,000 for right-of-way protection in FY 2008, for future freeway construction in the corridor. The 202L (Red Mountain Freeway) request would implement a $184,060,000 design-build project to be initiated in fiscal year 2008. Funding would be provided from six previously programmed projects for the Red Mountain Freeway, which had been scheduled for fiscal years 2008-2011. MAG has reviewed the proposed program changes and has determined that they are reasonable, will benefit the overall implementation of the RTP Freeway Program, and can be accomplished within available ADOT cash flows. The Management Committee recommended approval.

5. Statewide Transportation Acceleration Needs (STAN) II Account

Chair Bilsten thanked members for attending the meeting, because August is usually vacation month and meeting was not supposed to be held. She commented that she did not appreciate that the TPC was being forced to hold this meeting and she was told if the TPC did not meet, important issues would proceed to the MAG Regional Council without discussion by the TPC. Chair Bilsten stated that the process used on Proposition 400 needs to be respected. She commented that if there is not unanimous agreement, the opportunity needs to be provided to find a compromise. Chair Bilsten stated that she hoped that in the future, if the TPC feels it needs another month to study an issue or to form a subcommittee, it would be allowed to do that.

Chair Bilsten recognized public comment from Representative John Nelson, whom she introduced as a good friend and one who fights for cities. She added that it had been her pleasure to serve on the Phoenix City Council with him. Representative Nelson stated that he understood that last year, STAN funds were not divided in accordance with the Casa Grande Resolves. He stated that it was his understanding that there was money in STAN I for the interest costs incurred by the West Valley cities that were bringing forth improvements to I-10, and when the project was not funded by STAN, the cities were told they would have to go back to the Legislature. Representative Nelson said that he ran the bill that would fund the interest costs for two cities or counties that came together on a project. Representative Nelson stated that he checked with staff and in the budget were $10 million for the West Valley and $10 million for the East Valley. He added that he was unsure of MAG's role with the allocation of the $10 million for the East Valley. Representative Nelson stated that staff came to him

for additional language to ensure it would not be too burdensome. He said that he ensured there would be $10 million for the West Valley and $10 million for the East Valley so there would be no fight like in the 1985 plan when the West Valley lost 84 miles of freeway and saw all the miles being built in the East Valley. Representative Nelson stated that when putting together Proposition 400, they ensured there were firewalls in place so this would not happen again. He indicated that he had heard comments on old and new money, but he had a problem with defining that. Representative Nelson requested that the TPC support the $10 million as it came out of the Legislature because there is another $10 million for the East Valley. Chair Bilsten thanked Representative Nelson for attending the meeting and providing his comments.

Mayor Hawker commented that he understood that the two funds are different types and asked for clarification that the East Valley fund needs to be repaid. Representative Nelson replied that he could not speak to that since he was not involved in the $10 million for the East Valley. Eric Anderson, MAG Transportation Director, responded to Mayor Hawker's question by saying that Mayor Hawker was correct, the $10 million Roads of Regional Significance fund is a revolving loan.

Mayor Hawker asked if any consideration had been given to those communities that have already advanced money to accelerate freeways in the past. He commented that it did not seem to be equitable. Mayor Hawker added that it seems new projects should follow the same process as other cities have done, and be required to contribute some funding. Representative Nelson said that they had discussed that, but the issue was how far back would reimbursements go? If they went back too far, the funds would be depleted quickly. Representative Nelson stated that additionally, they were trying to deal with today's problems.

Chair Bilsten recognized public comment from Woody Thomas, who said he was Litchfield Park Mayor at the landmark meeting when they agreed to agree. He said that he thought the cities should be credited with making the Legislature aware of a serious transportation problem. Mr. Thomas stated that the state and the region are far behind in transportation funding, which he felt was not for a lack of money, but of political will to capture that money. He stated that the issue for him is the safety of I-10. Mr. Thomas stated that this segment is the most dangerous in the United States, which prompted the cities to move forward. They made the Legislature aware. Mr. Thomas stated that he would like to think there was Congressional interest, but he has not seen much of that. He stated that the adopted MAG acceleration policy deals with the regional freeway system within the boundaries of Maricopa County, not the interstates, and I-10 is a transcontinental interstate. He commented that I-10 is dangerous because the focus has been on the East Valley and the West Valley fell behind. Mr. Thomas spoke about his personal experiences driving this segment each day while he commutes to his job in Central Phoenix. He noted that the traffic opens up when the freeway becomes three lanes. Chair Bilsten thanked Mr. Thomas for his comments.

Chair Bilsten recognized public comment from Joseph Ryan, who said he drives on I-10 and experiences traffic jams. He stated that when drivers see a traffic jam, they zoom across lanes to exit the freeway so they can use an alternate route. Mr. Ryan stated that he was a planner for Ethiopian Air and spoke about their innovations to be more economical. He commented that borrowing money for a project only raises the cost. Mr. Ryan spoke about ADOT policy for the purchase of right-of-way, which says they cannot buy land until the project is within two years of construction and they cannot pay market value at the time of the purchase, but what it will be after building the freeway. Mr. Ryan stated that the one-

half cent sales tax is insufficient to keep up with demand and the citizens need to be informed of that. He stated that all of the commerce from California is coming through on I-10. Costs are rising and the region is going to be less competitive. Chair Bilsten thanked Mr. Ryan for his comments.

Mr. Anderson provided a presentation to the Transportation Policy Committee on the STAN II funds. He reported that House Bill 2793 transferred $62 million from the State Highway Fund to the State Transportation Acceleration Needs (STAN) account. Mr. Anderson noted that this is not new money, and are funds that were programmed in the ADOT five year plan. The legislation also established a subaccount for the reimbursement of interest expenses incurred by or on behalf of a local jurisdiction for the acceleration of transportation projects. Mr. Anderson stated that for this subaccount $10 million was allocated from the $62 million STAN appropriation. Mr. Anderson noted that HB 2793 also established a $10 million roads of regional significance (RRS) congestion mitigation subaccount for transportation projects in high growth areas. He added that the RRS fund would need to be repaid by 2012.

Mr. Anderson advised that state law requires that the regional planning agency establish a process for the review and approval of reimbursement of interest costs from the STAN account. As part of the process MAG would recommend to the State Transportation Board projects to utilize the STAN funds. MAG would also need to provide a report to the House and Senate by December 15, 2007.

Mr. Anderson explained that the $10 million for the roads of regional significance congestion mitigation subaccount is deducted from the $62 million STAN fund, leaving $52 million. He noted that MAG's allocation of the STAN fund is 60 percent of the $52 million, which is approximately $31.2 million.

Mr. Anderson then addressed the interest reimbursement subaccount. He said that $10 million was appropriated statewide. The law says that interest costs incurred for the acceleration of transportation projects, which must be on a state highway system, may be reimbursed. Mr. Anderson stated that interest costs must result from bonds, loans, or advances; the agreement to accelerate must include at least two local jurisdictions, ADOT, and the regional planning agency; the agreement must be entered into after January 1, 2007; and the project must be in the region's Regional Transportation Plan. Mr. Anderson stated that a process must be established and a recommendation made to the State Transportation Board. He noted that funds received from the subaccount would count toward a region's share of STAN, which in MAG's case, is $31.2 million.

Mr. Anderson stated that the acceleration of the widening of I-10 from Loop 101 to just east of Sarival Road was approved by the Regional Council in 2006. He then reviewed the interest costs, of which approximately $14.5 million is the program share and approximately $9.7 million is the local share to be paid by Avondale, Goodyear, and Litchfield Park.

Mr. Anderson reviewed options and stated that MAG could approve full interest reimbursement, no interest reimbursement per MAG policy, or partial reimbursement. He explained three possible scenarios:

Scenario #1. The original acceleration interest cost total of $24.172 million with 60 percent ($14.503 million) paid back by the program and 40 percent paid by the local agencies, with no reimbursement by STAN funds.

Scenario #2. The construction interest cost with the $10 million STAN fund applied to the total with $6 million applied to the program share and $4 million applied to the local share. He said that the program would pay $8.5 million and the local jurisdictions would pay $5.7 million.
Scenario #3. The construction interest MAG's sixty percent of the STAN fund could be applied to the $10 million available, meaning $6 million would be available to reimburse the local communities. Under this scenario, the local share would total $3.669 million. There is no program benefit from the option, and the remaining $4 million would be left in the STAN subaccount for other regions in the state to use.

Mr. Anderson reported on questions that have been raised. He said that some have asked why the rush? Mr. Anderson said that ADOT has designed the project and is waiting for resolution before advertising the project. Mr. Anderson explained that ADOT must sign a project agreement with Federal Highway Administration, which includes how the interest is going to be paid. He noted that there are major safety issues and congestion on I-10. With only two lanes and significant truck travel, the segment experienced about 30 crashes and 15 injuries per month in 2005.

Mr. Anderson stated that one question raised asked the legislative intent. He reported that the intent was to allow interest costs related to accelerating a project to be paid from STAN funds.

Mr. Anderson stated that another question asked if reimbursement of interest conformed to the MAG Highway Acceleration Policy. Mr. Anderson noted that MAG's acceleration policy was adopted in 2000 before STAN was established and interest reimbursement subaccount was established. He said that the MAG policy provides that the local jurisdictions pay for a portion of the interest expense. Mr. Anderson stated that next month, the Management Committee and TPC will discuss the acceleration policy.

Mr. Anderson stated that another question asked the impact on the program. He noted that this has no impact on the program, because MAG has programmed $22.9 million and the STAN II allocation is $31.2 million. Mr. Anderson added that the $10 million is a small portion of the overall MAG program.

Mr. Anderson stated that another question asked what projects could be accelerated with the STAN funds. He explained that $22.9 million of the $31.2 million is already programmed by ADOT for FY 2008 and the Grant Anticipation Note funding already used for the I-10 acceleration leaves limited capacity to advance any significant project. Chair Bilsten thanked Mr. Anderson for his presentation.

Mr. Beard asked why ADOT would delay a significant project like the I-10 widening because of such a small amount of money. He added that it seemed the TPC was being pushed to make a quick decision on the reimbursement. Mr. Anderson stated that MAG usually takes a couple of weeks or a month on policy discussion to ensure everyone is comfortable. He stated that the project is ready to be advertised, but ADOT has to sign a project agreement before it moves forward. Mr. Anderson stated that this project would use Grant Anticipation Notes, which is a debt instrument that requires pledging federal funds. He said that Federal Highway Administration (FHWA) has to sign off on a project before it goes to bid. Even though it is a small number in comparison to the overall project, all sources of financing and a repayment schedule have to be in place before FHWA will move forward.

Mr. Beard asked if ADOT could proceed with the construction and discuss reimbursement later. Mr. Anderson replied that the cities have indicated they have not signed the construction portion of the agreement with ADOT and are not legally obligated on this project.

Mayor Cavanaugh noted that once it was determined that $10 million was available, one of the first things he did was to find out if the project could move forward and the cities could be reimbursed later. He found out that the bond purchasers have to know who is paying for the bonds and the amount.

Mayor Scruggs asked if the recommendation by MAG could be changed by the State Transportation Board and also if it would not be final until the Board took action. Mr. Smith responded that state statute says the Regional Council approves a project, then forwards it to the State Transportation Board to take final action. He noted that the Board could not change the project in the TIP, because MAG controls the TIP and the Plan. Mayor Scruggs asked if the Board could make a different recommendation on funding, such as more funding, less funding, or no funding. Mr. Smith replied that this sort of financing discussion with ADOT has never arisen before.

Mayor Scruggs commented that ADOT would be unable to proceed until it is known who will pay costs. If the Board has the final say, the bonds could not be sold until it acts. Mr. Anderson stated that staff understands if the Regional Council approves a concept, it would be forwarded to ADOT and would be on the September Board agenda. He added that ADOT will not solicit bids until the Board takes action. Mayor Scruggs asked what happens to the funds not used for this project. Mr. Anderson replied that he understood that the funds would remain in the subaccount, or until the Legislature could re-appropriate their use.

Supervisor Wilson asked about the state's role in paying the bond amount. Mr. Anderson replied that under the MAG acceleration policy, the total interest is split between the state, who pays 60 percent, and the local sponsoring jurisdictions, who pay 40 percent. Supervisor Wilson asked about the bond rate currently being at five percent. Mr. Anderson replied that he just checked with ADOT, and they have indicated they still feel comfortable with maintaining that level for planning purposes. He said that the Federal Reserve lowered the discount rate last week and if the bonds are issued, say in October, the rate could be less than five percent.

Mayor Hawker asked a question on design and construction. He said that when a city agrees to accelerate a project, and there is no contract, how does MAG put the project in the TIP and conduct air quality conformity, both of which are overseen by federal agencies. Mr. Smith explained the process to put a project in the TIP. He stated that there must be a financial commitment, so when air quality analysis is run, and you are counting on air quality benefits, they know there is financial backing. Mayor Hawker asked if MAG assumes financial backing in place when it puts a project in the TIP. Mr. Smith replied that was correct.

Mr. Scholl stated that the TPC could pass this agenda item through and discuss the policy for future opportunities under the next agenda item. The TPC could take as much time as possible in that discussion, and would still reward those stakeholders who did the heavy lifting. Mr. Smith noted that it was anticipated that the Management Committee and TPC would discuss the policy at their September meetings. Mr. Scholl commented that the TPC has consistently developed good recommendations and policy. He said that due these reasons and because of the clarity received from the Legislature, he would

tend to fall more on the side of completing a work product and less on process. That way, the important work will be rewarded and the policy could be addressed at the next meeting.

Mayor Bryant emphasized the importance of safety on I-10 not only for the three communities, but for the state. He commented that Representative Nelson and the Legislature see the importance of getting this project done. Mayor Bryant added that his acceleration will help because there are a lot of accidents on this segment.

Chair Bilsten noted her agreement with Mayor Bryant's comments about safety issues. She added that there are safety issues on all freeways. Chair Bilsten noted that she had seen a letter from one of Arizona's Congressional leaders. She requested that Mr. Smith ask him if he would like to earmark federal funding for this project. Mr. Smith noted that the TPC would be discussing the assignment of funding by congressional action under another agenda item. Chair Bilsten stated that this was the first time she had seen a letter from Congressman Pastor, who has been a champion to the region.

Mayor Hallman stated that the presentation given by Mr. Anderson said that $62 million was available in STAN II, out of which MAG receives its 60 percent share, but that percentage was calculated after the $10 million was taken out for the Roads of Regional Significance (RRS) subaccount. Mr. Anderson stated that was correct, the MAG share was calculated on $52 million, which yields a share of $31.2 million. Mayor Hallman stated that Representative Nelson commented on two subaccounts of $10 million each being allocated to MAG cities. Yet, if that were the case, that money would have been allocated from MAG's 60 percent. Mr. Anderson replied that was partially correct. He explained that this is one of the differences between stated legislative intent and what is in the statute itself. Mr. Anderson stated that the $10 million RRS subaccount differs from the $10 million for interest reimbursement in two respects. He explained that the RRS subaccount is a revolving loan fund with a maximum term of five years with no interest. Mr. Anderson added that he was unsure of the status of the $10 million at the end of the term. Mayor Hallman commented that once repaid, the $10 million might be absorbed by the state.

Mr. Anderson stated that secondly, there is a notwithstanding clause which carves it out of the STAN allocation percentages. Mayor Hallman stated that there is some notion by legislators that the $10 million for interest reimbursement was added to the funds that would have been allocated to the region under the usual allocation formula. The other view is that the $10 million was not added but carved out. He asked which was the case–would the MAG region have received $62 million or $52 million? Mr. Anderson replied that he was unsure of the answer as he had not been involved in legislative deliberations. Mayor Hallman stated they could discuss the importance of policy and whether this sets a precedent, but he was concerned about efforts to lobby for earmarking funds that would have come to the entire region, which would undermine regional efforts. However, if there was a pot of money for STAN II and additional funds were added, that is different. Mayor Hallman expressed that what concerned him was taking regional funds available to all and earmarking them. This could end up in battles at the Legislature with everyone trying to get what would be MAG money allocated to their projects.

Mayor Hawker moved that the Transportation Policy Committee recommend approval of the I-10 widening project for reimbursement of interest expenses according to the shared interest reimbursement, with the option of the program receiving 60 percent reimbursement and the cities 40 percent

reimbursement as shown in the presentation, and recommend that the MAG Regional Council approve this option and forward it to the State Transportation Board for consideration. Mayor Hallman seconded.

Mayor Hawker stated that he thought jurisdictions who want to accelerate projects need to have skin in the game. He noted that his motion was a good compromise because the local share was a reduced percentage. Mayor Hawker stated that this option would reduce the local share to be repaid to $5.7 million from $9.7 million. He commented that this project warranted it. Mayor Hawker expressed his appreciation for the legislative intent, but thought this compromise would minimize the desire of cities to run to the Legislature and re-appropriate money. He said that he thought when this was originally proposed by the West Valley cities, there was intent by the cities to commit for the design and construction. MAG put the project acceleration in the TIP and did the air quality modeling. Mayor Hawker stated that he suggested this motion because of these facts.

Mayor Lopez Rogers stated that just $10 million is at issue. She stated that this is a very different type of acceleration project. Mayor Lopez Rogers commented that the three cities do have skin in the game; even with the $10 million reimbursement, they will not be made whole because they have already paid $500,000. She noted that they will also be responsible if the Regional Transportation Plan money does not become available in 2014. Mayor Lopez Rogers stated that she thought the Legislature was trying to help small cities by the action it took. She commented that if the cost of the acceleration interest is shifted to their citizens, the per capita cost will be significantly higher than acceleration costs paid in the past by big cities. Mayor Lopez Rogers noted that when Mesa accelerated the Red Mountain Freeway from Gilbert to Higley, its population was 400,000 and the interest cost was based on $80 million. She stated that the I-10 widening acceleration interest will be based $130 million and the three cities total barely 100,000 people. Mayor Lopez Rogers stated that the legislative intent was to pay for the project acceleration interest costs. She said that the $10 million would be beneficial to the entire region. Mayor Lopez Rogers added that the three cities are working with the federal government to ensure they come up with their share of funds. She stated that at the four city historical meeting, the legislators in attendance indicated that interest should be a part of STAN and assured them they would take care of it. When it was not, they were as surprised as the cities. Mayor Lopez Rogers stated that she was a regional player. They could have fought this legally, but did not because other projects would be delayed. Mayor Lopez Rogers stated that this acceleration will be beneficial to the region and to the entire state. Only $10 million out of billions of dollars seems so small. Mayor Lopez Rogers implored the TPC to allocate the full $10 million toward reimbursement of the interest for widening I-10. She said a compromise is not what the Legislature intended, and is a penalty to small cities.

Mayor Bryant requested that Mayor Hawker, as maker of the motion, amend the motion to include the full $10 million. Mayor Hawker declined.

Mayor Scruggs stated that this is a difficult issue for her because she is a process person. She said that she has had conversations with Mayor Lopez Rogers on this issue. Mayor Scruggs advised that she has gone back and forth, but some things will lead her to vote no on the motion. Mayor Scruggs stated that at the time the offer came forward from the cities, there was tremendous pressure to solve a problem, not only in the region, but in the state and in the nation. She noted that numerous newspaper articles were written and many citizens showed up at council meetings. Mayor Scruggs commented that perhaps the cities jumped the gun in accelerating the project, but they truly believed that help was forthcoming.

She remarked that the three cities should never have been put in this position. Mayor Scruggs stated that this issue does not fit any model and she would oppose the motion. Mayor Scruggs expressed her worry about what would happen from here onward. She commented that she did not want everyone to run out and try to get an earmark. Those who do would be turning a bad situation to their own personal interest. Mayor Scruggs stated that this is not about a new problem, but one that should have been fixed a long time ago, and has fallen on the shoulders of three communities who should not have to handle it. She remarked that this was unfair, and was similar to using the small 26 percent received by the West Valley toward an interstate and the reliever. Mayor Scruggs stated that the Mayor Hawker's logic and technical aspects were correct, but she would be voting against his motion because the situation was unfair.

Councilmember Aames asked for clarification of the split between state and local. Mr. Anderson noted that the requested motion on the agenda should reflect the Management Committee motion, which said the full amount up to $10 million would be applied to the local share for interest reimbursement, rather than the total interest.

Mayor Lopez Roger said that she wanted to reassure the TPC that Avondale went back to the Legislature because it was directed to do so. She commented that this was a one-time deal and there is no intent by the City of Avondale to go back to the Legislature for additional projects. Mayor Lopez Rogers stated that the City of Avondale understands regional cooperation and planning and this is a one-time fix.

Councilmember Aames stated that whether this was an earmark is unknown because Mayor Hallman's question was not answered. Mr. Anderson commented that it is difficult to say if it was or was not earmarking because the project was not named specifically. He added that the legislation takes a portion of money and says it will be spent in a certain way.

A roll call vote on the motion failed by a vote of six yes, ten no, and one pass, with Chair Bilsten, Mayor Hawker, Mr. Arnett, Mr. Beard, Mr. Killian, and Mayor Manross voting yes, Councilmember Aames, Mr. Andrews, Mr. Berry, Mr. Billings, Mayor Bryant, Mayor Cavanaugh, Mayor Lopez Rogers, Mr. Scholl, Mayor Scruggs, and Supervisor Wilson voting no, and Mayor Hallman passing.

Mayor Lopez Rogers moved to recommend authorizing the MAG Executive Director to enter into an agreement with ADOT and the participating cities of the full $10 million for the local interest cost for the acceleration of the I-10 widening based on the reimbursement eligibility required, as stated in House Bill 2793. Mayor Bryant seconded.

Mayor Hawker noted that the motion included the full $10 million. He asked if this meant that they would still receive the full $10 million even if they did not need to use it. Mr. Anderson noted that the requested action in the agenda said reimbursement of actual interest expense up to $10 million.

Mayor Lopez Rogers, as maker of the motion, agreed to modify the motion to recommend authorizing the MAG Executive Director to enter into an agreement with ADOT and the participating cities of the reimbursement of interest expense up to $10 million, for the local interest cost for the acceleration of the I-10 widening based on the reimbursement eligibility required, as stated in House Bill 2793. Mayor Bryant, as second, agreed.

Mr. Killian asked if the motion would eliminate funding for the Mesa project request. Mayor Hawker stated that other projects were pulled off the table so as not to complicate the issue, and they are not being considered. Mayor Hawker noted that in addition to the Mesa project, there was also an effort to look at Loop 101 in Scottsdale with the Indian Community to accelerate the HOV lane.

Mr. Killian stated that he was a legislator when the 1985 tax was being drafted. He reported that they were told that one-half cent would be more than enough to build all of the freeways, which was later found to be incorrect. Mr. Killian expressed concern that the needs of Williams Gateway were not being considered. He commented that since the West Valley still has Luke Air Force Base and its benefits and the East Valley is faced with the issue of filling a couple of million dollar void. Mr. Killian stated that he was happy to widen I-10 as quickly as possible, but there needs to be a recognition that there is not enough money for all projects. More money needs to be found and more road building begun.

Mayor Hallman expressed appreciation for the West Valley comments, especially Mayor Scruggs', about how the three cities came to be in this position. He said that as a relatively smaller city, Tempe usually loses the vote on regional matters. Mayor Hallman stated that if additional funds had been put together to address the reimbursement issue, it would be MAG's obligation to uphold legislative intent. But if the funds had been taken from the funds already determined for this region, then it is taking money from other projects. Mayor Hallman stated that it needs to be recognized that this process is about allocating scarce resources, which are not being allocated through the regional process. He expressed concern that this is setting a precedent and added that people going forward recognize that in this instance a project was accelerated that might not have been accelerated. Mayor Hallman expressed concern that under the MAG acceleration policy, local agencies paid 40 percent of interest costs. In this instance, the local agencies are being rewarded an additional amount to cover the interest. so it appears that the local match will be less than the usual 40 percent. Mayor Hallman expressed concern that in the future the process will be undermined by this vote. He hoped there was clear recognition that this is a special circumstance and that in the future, no one one should try to get to the head of the line and seek a reimbursement for a project that did not go through the MAG process.

Mayor Scruggs expressed her appreciation for Mayor Hallman's comments. She stated that legislative intent was to fix a problem and make cities whole. Mayor Scruggs stated that the $10 million was in the mind of the legislator who sponsored the legislation and. She added that the $10 million RRS subaccount was established to appease the East Valley legislators. Mayor Scruggs referenced Mayor Hallman's question and stated that she understood the $10 million was the foundation on which the total amount was built, because that was their original intent to take care of interest expense. They started with $10 million and added the rest to it.

Mayor Manross stated that MAG needs to be careful about creating policies and priorities. She noted that MAG is the federally mandated Metropolitan Planning Organization, and that is why the unintended consequences of going outside the MAG process could be of great magnitude. Mayor Manross stated that was why she had voted for a compromise. She commented that not any one viewpoint is wrong, it is just that MAG is outside its policy. She urged that for the future, members should at least agree to compromise.

Chair Bilsten stated that she certainly supported Mayor Lopez Rogers, who does incredible work in the West Valley, but she was concerned that this action would be Katy bar the door. She expressed concern

that once the box was opened, people will go to the Legislature to get their projects funded. Chair Bilsten commented that the Legislature works differently than cities. She expressed concern about the process–that the TPC was told it had to have a meeting or the Regional Council would vote on this item without the TPC's recommendation. Chair Bilsten said that she agreed with Mr. Scholl that MAG has to have a policy; however, she thought there was a policy already in place and it was not being followed. Chair Bilsten remarked that at the end of the day, if MAG does not build what it promised, it loses credibility with the voters. She indicated that she would vote no on the motion for those reasons.

Mr. Killian explained how he would vote. He said that one issue that will bring angst to communities is the distribution of money to build roads. Mr. Killian stated that it is frustrating to those who have been involved in transportation for many years to look back at past mistakes. He stated that MAG needs to do everything it can to accelerate roads for all communities. Mr. Killian expressed that he was not afraid of opening the door, because if this motion passes, the East Valley will be the next to want money for accelerations because it has plenty of roads that need to be built. Mr. Killian stated that people will continue to move here. The reality is that we need to build roads, so he would be voting to support the motion.

Supervisor Wilson stated that no one does not need freeways. He remarked he was upset when Litchfield Park wanted to take this on. Supervisor Wilson advised that when he saw the accident statistics and saw this segment was the most dangerous interstate segment, he looked at it differently. He indicated that he thought it foolish the region cannot solve this traffic problem. Supervisor Wilson said that he hoped the TPC would support the motion and save a few more lives.

With no further discussion, a roll call vote was taken. The motion passed by a vote of 12 yes and four no, with Councilmember Aames, Mr. Andrews, Mr. Beard, Mr. Billings, Mayor Bryant, Mayor Cavanaugh, Mayor Hallman, Mr. Killian, Mayor Lopez Rogers, Mr. Scholl, Mayor Scruggs, and Supervisor Wilson voting yes, and Chair Bilsten, Mayor Hawker, Mr. Arnett, and Mayor Manross voting no.

Chair Bilsten recognized public comment from Mr. Ryan, who said that he is a user of all roads in the region. He said that the issue is making Arizona a great state. When executives are making a decision to locate in a region, they want to know about schools, health care, and transportation. Mr. Ryan suggested that MAG initiate a program to get people off freeways. He stated that John Shaw died unhappy because he could not get MAG to listen to his idea for commuter transit. Mr. Ryan encouraged issuing RFPs for the design of wide-bodied, alternative fuel vehicles for mass transit systems. He said some transit options could be implemented at half the cost of commuter rail and the trolley. Chair Bilsten thanked Mr. Ryan for his comments.

Chair Bilsten suggested that since the August meeting was a special meeting, the TPC could postpone discussion of agenda items #6, #7, and #8 until the next meeting. No objections were noted.

6. Reexamination of MAG Highway Acceleration Policy

This agenda item was not considered.

7. Assignment of Funding to the MAG Transportation Program by Congressional/Legislative Action

This agenda item was not considered.

8. The Interstate 10-Hassayampa Valley Transportation Framework Study

This agenda item was not considered.

There being no further business, the meeting adjourned at 5:40 p.m.

Chair

Secretary

Agenda Item #4B

MARICOPA ASSOCIATION of GOVERNMENTS

TRANSPORTATION DIVISION

Arterial Life Cycle Program (ALCP) – *Status Report*

January – June 2007

ALCP Project Status: January - June 2007

Fiscal Year (FY) 2007 was the first full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). During that time, eighteen ALCP project overview reports were prepared by the lead agencies for projects in FY07. This brought the total of project overview reports submitted to twenty. Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. In FY07, sixteen project agreements were executed, bringing the total number of signed project agreements reports to seventeen. The Maricopa Association of Governments (MAG) anticipates that an additional 20 agreements will be executed during FY 2008.

The start of Fiscal Year 2008 (FY08) marks the beginning of the second full fiscal year of the implementation for the Arterial Life Cycle Program (ALCP). The ALCP has 39 projects programmed for work in Fiscal Year 2008. The work programmed varies from studies, pre-design, design, purchasing right-of-way, and construction. In addition to the work programmed, $75 million is programmed for reimbursement in FY08. Tables 1 (see end of status report) summarize the status of current and advanced projects programmed this fiscal year.

ALCP REVENUE AND FINANCE

ALCP Projects may receive funding from one or more sources, which include:

- Regional Area Road Funds (RARF),
- Surface Transportation Program – MAG Funds (STP-MAG), and,
- Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ).

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. To date, more than $57.1 million Regional Area Road Funds have been collected for the arterial account. Of that, seventy-two percent, or over $41 million, was collected in FY07. As of the end of the fiscal year, the RARF account balance was $39, 470,667.80. Table 2 provides a breakdown of RARF revenues between January and June 2007 by mode.

TABLE 2 January-June Regional Area Road Fund (RARF) Collections				
	Freeways	Arterial Streets	Transit	Prop. 400 (total)
January	$ 21,890,178	$ 4,089,802	$ 12,970,515	$ 38,950,495
February	$ 17,684,074	$ 3,303,964	$ 10,478,286	$ 31,466,323
March	$ 17,368,324	$ 3,244,972	$ 10,291,196	$ 30,904,492
April	$ 19,637,656	$ 3,668,957	$ 11,635,836	$ 34,942,449
May	$ 17,955,055	$ 3,354,592	$ 10,638,849	$ 31,948,497
June	$ 18,308,378	$ 3,420,605	$ 10,848,203	$ 32,577,186
Total	$ 112,843,666	$ 21,082,891	$ 66,862,884	$ 200,789,442

Because the RARF is based on sales tax, actual revenues differ from estimates generated by the Arizona Department of Transportation. Table 3 describes the actual and estimated RARF revenues from January to June 2007.

TABLE 3 Regional Area Road Fund (RARF) Collections Estimate v. Actual (January-June 2007)			
	Estimate Total RARF	Actual Total RARF	% Difference
January	$ 39,718,000	$ 38,950,495	-1.9%
February	$ 30,940,000	$ 31,466,323	1.7%
March	$ 31,916,000	$ 30,904,492	-3.2%
April	$ 35,741,000	$ 34,942,449	-2.2%
May	$ 33,541,000	$ 31,948,497	-4.7%
June	$ 34,193,000	$ 32,577,186	-4.7%
Total	**$ 206,049,000**	**$ 200,789,442**	**-2.6%**

END OF YEAR ANALYSIS

The end of FY07 also coincided with the end of the first full year of ALCP implementation. Three projects were completed and 77 projects were changed. Table 4 summarizes the number of ALCP project changes by type.

Table 4. ALCP Project Changes

Project Change	ALCP Projects
Advanced	14
Deferred	30
Segmented	5
Exchanged	3
Rescoped	6
Add/Change Work Phases	4
Misc.	15
Total	77

Project changes had a direct impact on the ALCP budget, which resulted in a shift of planned ALCP reimbursements. Programmed reimbursements fluctuated in every year programmed between FY07 and FY08 versions of the ALCP. Figure 1 demonstrates the shift in total programmed ALCP funding between in the FY07 and FY08 versions of the ALCP.

Although $51.2 million was programmed for reimbursement in FY07, lead agencies only requested $14.5 million in project reimbursements. In FY07, MAG reimbursed lead agencies for $14.2 million in project expenses. Since the inception Arterial Life Cycle Program, lead agencies have been reimbursed for more than $21 million for eligible expenses.

By the end of FY07, almost $37 million of programmed reimbursements were redistributed due to project deferments or other project-related changes. Of that $37 million, $18 million were Regional Area Road Funds and $19 million were STP-MAG Funds.

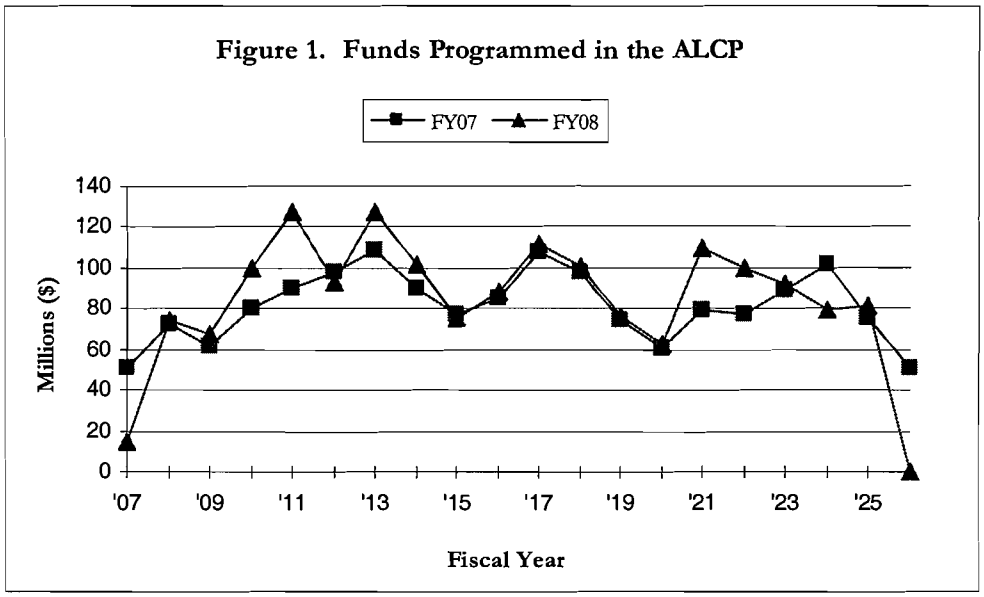

Figure 1. Funds Programmed in the ALCP

The largest increase if reallocated programmed reimbursements occurred in FY11. The FY07 ALCP programmed $90.3 million of reimbursements for FY11. However in the FY08 ALCP, reimbursements increased by $36.9 million to $127.2 million. The largest decrease in reallocated programmed reimbursements, aside from those in FY07, occurred in FY26. In the FY07 version of the ALCP, $50.6 million of reimbursements were programmed in FY26. Due to reallocations, FY26 reimbursements decreased to $0 in the FY08 version of the ALCP. The average change in reimbursement programming was $37 million. This is to say that on average $37 million of programmed funds were affected by some type of project change (i.e. deferment).

Current and Upcoming Events

The next meeting for the ALCP Working Group will be held on September 6th at 2:30 P.M. in the Cholla Room at Maricopa Association of Governments Offices. Currently, the agenda for the meeting includes end of year findings, project requirement forms, and ALCP policies and procedures. To suggest additional agenda items for this meeting, please email chopes@mag.maricopa.gov.

This is the fifth Status Report for the Arterial Life Cycle Program (ALCP). Each quarter, MAG staff will provide member agencies with an update on the projects in the ALCP. As the program progresses, the information provided in this report will be updated. This report and all other ALCP information are available online at http://www.mag.maricopa.gov/project.cms?item=5034.

Fiscal Year 2007-2008 Arterial Life Cycle Program Schedule	
Please Note: ALCP Administrative Adjustments and ALCP Amendments will go through the MAG Committee Process as necessary, as part of a transportation project change agenda item for required action.	
August	MAG Staff to work with ITS Committee regarding ALCP (ITS funded projects for FY2009-2013)
September	**6th** ALCP Working Group Meeting: 2:30-4:00 p.m., MAG-Cholla Room
	12th Management Committee: ALCP Status Report*
	19th Transportation Policy Committee: ALCP Status Report*
	26th Regional Council: ALCP Status Report*
November/ December	Release ALCP project information for annual ALCP update
December	Lead Agencies and MAG Staff work on updating project information
January	**7th** Information due for ALCP projects in 2008-2013 for the TIP Report
	ALCP Status Report for the Transportation Review Committee*
February	**8th** Information due for ALCP projects in 2014-2026 for the RTP Update
	ALCP Status Reports for the Management and Transportation Policy Committees and the Regional Council*
	Transportation Review Committee recommends the TIP Report and RTP Update
March	Management and Transportation Policy Committees and the Regional Council recommend the TIP Report and RTP Update
April	Final review of updated information for FY08 ALCP by the ALCP Working Group
April/May	TIP Report and RTP Update undergo Air Quality Conformity Analysis
May	Present Draft FY2009 ALCP to the Transportation Review Committee
June	Present Draft FY2009 ALCP and FY2009 ALCP Schedule to the Management and Transportation Policy Committees and the Regional Council

* Dates are subject to change

TABLE 1
ARTERIAL STREET LIFE CYCLE PROGRAM
January - June 2007, Project Status of Projects Underway
(2006 and Year of Expenditure, Dollars in Millions, Consistent with the FY07 - February 28, 2007 ALCP)

Lead Agency & Facility	Project Requirement PO = Project Overview, PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY07	Estimated Future Reimb. FY 2008-2026 (2006$)	Reimb. To Date	Exp. through FY 2007 (YOE$)	Estimated Future Exp. FY 2007-2026 (2006$)			
CHANDLER										
Arizona Ave. at Chandler Blvd.	PO, PA	C/O		3.464		7.376	0.000	2014	2006	Project is completed.
Arizona Ave. at Elliot Rd.	PO, PA	C		3.464		5.189	0.000	2022	2006	
Arizona Ave. at Ray Rd.	PO, PA	C	3.464	0	3.464	5.192	1.394	2007	2007	Construction is 90% complete.
Chandler Blvd. at Dobson Rd.	PO, PA	D	1.32	2.144	0.018	0.336	7.349	2007-2008	2008	The study is 100% complete and design is underway.
Gilbert Rd: Loop 202 to Queen Creek Rd.- Segment A	PO, PA	D		6.317			11.874	2022	2008	This segment has been advanced. Design will begin in FY07.
Queen Creek Rd.: Arizona Ave. to McQueen Rd. - Segment A		C		4.026				2012	2007	
Ray at Alma School Rd.	PO, PA	D	0.357	3.107			9.709	2007-2009	2009	
Ray at McClintock (NE Corner Only)	PO	D, R, C		3.464			8.603	2011	2007 & 2010	The NE corner of the project is being advanced and will be constructed in 2007. The design is underway.
GILBERT										
Val Vista Rd: Warner Rd. to Pecos Rd.	PO, PA	C/O	3.464	6.705	3.464	15.271	0.497	2007-2008, 2014	2006	Project Complete.
Warner Rd. at Cooper Rd.		R	1.316	2.148			5.619	2007-2008	2008	
MARICOPA COUNTY										
Dobson Rd, Gilbert Rd, McKellips Rd: Bridge over Salt River		S		42.797				2015	2015	Three ALCP Bridge Projects are being studied together.
El Mirage Rd: Jomax Rd. to Northern Ave. - All Segments		S, D		53.078				2008-2010, 2013-2018	2018	Two El Mirage Projects are being studied as a corridor.
Northern Ave.: Dysart Rd. to SR-303L - PHASE 1		P, D, R	19.016	38.766		3.5	104.4	2007-2011	2010	
M.C./MESA										
Power Rd: East Maricopa Floodway (EMF) to Galveston - Segment A		D, R	2.587	6.826			11.107	2007-2008	2008	
Power Rd: Baseline Rd to East Maricopa Floodway (EMF) - Segment B	PO, PA	D, C, R	2.684	4.552			10.000	2007-2009	2007	
MESA										
Broadway Rd: Dobson Rd. to Country Club Dr.	PO, PA	D	0.473	6.343			14.962	2007-2009	2009	
Country Club Dr. at University Dr.	PO, PA	D		2.57			6.995	2017	2009	
Dobson Rd. at Guadalupe Rd.	PO, PA	D	0.14	2.43		0.110	3.841	2007-2009	2009	Design 30% Complete
Gilbert Rd at University Dr.	PO, PA	C		2.57			8.100	2021	2008	

Lead Agency & Facility	Project Requirement PO = Project Overview, PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY07	Estimated Future Reimb. FY 2008-2026 (2006$)	Reimb. To Date	Exp. through FY 2007 (YOE$)	Estimated Future Exp. FY 2007-2026 (2006$)			
Greenfield Rd: Baseline Rd. to Southern - Segment A	PO, PA	R	1.401	3.767			5.402	2007-2008	2008	
Greenfield Rd: Southern Rd. to University Rd. - Segment B		P	0.345	4.432				2007-2010	2010	
McKellips/Greenfield, McKellips/Higley, and McKellips/Val Vista Intersection Improvements		P	0.121	7.944		0.170	11.517	2007-2010	2010	
Southern Ave: Country Club Dr at Stapley	PO, PA	P	0.121	11.639		0.170	16.800	2007, 2009-2011	2011	
Thomas Rd: Gilbert Rd. to Val Vista Dr.		D	0.346	4.794			7.269	2007-2009	2009	
PEORIA										
Beardsley Road Project	PO	D, R		21.343			30.700	2011-2012	2009	Design is underway and reimbursement will be in Phase 2.
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd-Segment A and C		D, R		12.644			47.200	2022, 2024	2008	Design is underway.
Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd, 4 lane portion - Segment B	PO, PA	D, R, C	7.263	7.778	14.29	28.050	48.089	2006-2007, 2012-2013	2006	Construction is 60% complete.
PHOENIX										
Happy Valley Rd: I-17 to 35th Avenue	PO, PA	C/O		5.259		7.648		2023	2005	The Project is complete.
Happy Valley Rd: 35th Avenue to 43rd		D		2.932			2.738	2023	2009	
Happy Valley Rd: 43rd to 55th Avenue	PO, PA	D		2.539			3.111	2024	2009	
SCOTTSDALE										
SR-101L North Frontage Rd: Hayden to Scottsdale Rd-Segment A	PO	D,R,C	5.474	5.474			8.729	2007	2007	
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P,D,R	1.191	4.341				2007-2008	2007	
SR-101L South Frontage Rd: Hayden to Pima		P	0.123	12.616				2007-2010	2010	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak - Segments A and B		D, R		30.573				2011-2015	2010	
Shea Blvd: SR-101L to SR-87 - All Segments		D,R,C		21.343				2021-2024	2008	

Agenda Item #4C

MARICOPA ASSOCIATION of GOVERNMENTS

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September 11, 2007

TO: Members of the Transportation Policy Committee

FROM: Eric J. Anderson, Transportation Director

SUBJECT: PROPOSITION 400 NOISE MITIGATION FUNDS

On May 24, 2007, MAG issued a solicitation of projects to utilize the remaining $20 million of noise mitigation funds that were part of Proposition 400. The purpose of the program is to address noise mitigation in residential areas where traffic noise substantially increased due to overall increases in traffic volume on the MAG Regional Freeway System. The original intent of the program was to mitigate noise in areas not eligible for noise mitigation through the normal ADOT process, i.e., areas that are scheduled for roadway improvements through 2025.

At the May 16, 2007 meeting, the TPC recommended that areas that are not scheduled for roadway improvements for the next five years also be eligible for the noise mitigation funding. At the same meeting, the TPC also recommended that projects that exceed the ADOT cost threshold of $43,000 per impacted property be considered. The last TPC recommendation was to include information about any noise mitigation policies or ordinances of the jurisdiction that provides noise mitigation as part of development projects adjacent to freeways.

Summary of Projects

Five MAG member agencies submitted noise mitigation projects for consideration. A summary of the requests follows:

Glendale:

The City of Glendale requested reimbursement of $9.3 million for the construction of sound walls along the Loop 101 in the following locations:

- 51st Avenue to 58th Avenue, south side of L101, constructed in 2000;
- Union Hills to 75th Avenue, south and east side of L101, constructed in 2002;
- 67th Avenue to 75th Avenue, both sides of L101, constructed in 2004;
- 67th Avenue to 59th Avenue, both sides of L101, constructed in 2005.

Maricopa County:

Maricopa County requested that noise walls be constructed on the south side of the future L303 alignment from Robertson Drive to the eastern boundary of Sun City West.

Peoria:

The City of Peoria requested that noise walls be constructed at the following locations along L101:

- North of Northern Avenue, west of L101;
- South of Peoria Avenue, west of L101;
- North of Peoria Avenue, east of L101.

Phoenix:

The City of Phoenix submitted four locations for noise wall construction along three freeways:

- 7th Avenue to 15th Avenue, north side of I-10;
- Northeast corner of Loop 101 and 7th Street;
- Southeast corner of L101 and 51st Avenue;
- Northwest corner of SR 51 and Greenway Parkway.

Scottsdale:

The City of Scottsdale submitted requests for two locations west of L101:

- North of Cactus Road, west side of L101;
- North and south of Via Linda, west side of L101.

All of the requests received are currently undergoing technical review by the Arizona Department of Transportation (ADOT). ADOT will evaluate the overall problem, analyze the proposed solutions to reduce freeway noise, and determine the technical feasibility and approximate cost. The initial review is expected to be completed within the next 30 days.

The results of the ADOT review and the evaluation of the projects will then be presented to the Transportation Policy Committee for information and discussion. Since the total cost of the requested projects may exceed the available funding, criteria that could be used to rank the projects will also be presented at that time for TPC discussion and possible recommendation on the next steps.

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

Agenda Item #5

MAG Highway Acceleration Policy
Adopted by the MAG Regional Council
March 22, 2000

PURPOSE: The completion of the regional freeway program and other state highways is key to the continued economic viability of Maricopa County by improving mobility and reducing levels of future traffic congestion. Regional cooperation is critical for expediting progress toward the goal of completing the regional freeway system and other important regional transportation projects. MAG recognizes that the freeway program must be in fiscal balance and that established priorities must be maintained. MAG recognizes that local jurisdictions may want to accelerate highway projects by providing their financial resources to the freeway program. Acceleration of specific highway projects benefits not only the affected local jurisdiction but also the entire region. To provide another source of financing that allows the acceleration of freeway construction in the region, MAG has adopted this Highway Acceleration Policy to ensure that any local financing is provided in a fiscally prudent manner so that other projects planned are not affected.

1. Projects must be in the adopted Regional Freeway Program, Transportation Improvement Program or the MAG Long Range Transportation Plan. Projects may include right-of-way acquisition, design, or construction.

2. ADOT will continue to be responsible for all aspects of right-of-way acquisition, design and construction.

3. Local funding for enhancements beyond the elements of the Regional Freeway Program or ADOT standards for other highway projects is not eligible for repayment.

4. Repayment for projects outside a jurisdiction's limits should only be approved with the agreement of the jurisdiction in which the project is located.

5. Coordination with adjacent jurisdictions is important to avoid adverse impacts. ADOT must consider the impact of project acceleration on other planned highway projects so that adverse traffic impacts do not result.

6. Any previous commitments to provide local funding for the Life Cycle Program should be maintained.

7. Repayment of principal/project costs and eligible interest/inflation costs for Regional Freeway Program projects must follow the same highway construction priorities and schedule as in the Regional Freeway program.

   Repayment of principal/project costs and eligible interest/inflation costs for other highway projects must follow the schedule as listed in the MAG Transportation Improvement Program or the priorities as listed in the MAG Long Range Plan. If the project is not yet prioritized in the MAG Long Range Plan, then MAG and ADOT shall cooperatively determine an appropriate start date for the project taking into consideration the MAG adopted priority criteria, project size, and other factors.

MAG Highway Acceleration Policy
Adopted by the MAG Regional Council
March 22, 2000

8. For Regional Freeway Program projects, eligible interest /inflation costs will be calculated at the rate of one-half of the discount factor used by ADOT for the program year in which the project is scheduled to begin, but not to exceed the total cost of borrowing of the jurisdiction. The total cost of borrowing of the jurisdiction may include actual interest expense, imputed interest cost based on documented market rates if cash balances are used, and costs of issuance, if any. The discount factor shall be the factor applicable to the type of project being accelerated, i.e. right of way, construction or design.

   For other highway projects, interest/inflation costs will not be eligible for reimbursement.

9. If program revenues are lower than expected, then the payment schedule should be subject to delays or funding reductions in the same manner as any other project. If program revenues are higher than expected, then the payment schedule should be advanced in the same manner as any other project.

10. No highway project, portion or segment in the adopted Regional Freeway Program, MAG Transportation Improvement Program, or the MAG Long Range Transportation Plan is to be adversely impacted, delayed, reduced or removed as a result of the acceleration of another project, portion or segment. No highway project, portion or segment in the adopted Regional Freeway Program, MAG Transportation Improvement Program, or the MAG Long Range Transportation Plan is to be adversely impacted, delayed, reduced or removed from the adopted Regional Freeway Program with respect to meeting air quality conformity requirements as a result of the acceleration of another project, portion or segment.

11. ADOT will notify MAG of any requests to accelerate highway projects for review and approval by the Regional Council.

12. The agreement between the local jurisdiction and ADOT may include the option of reverting to the original project schedule under certain circumstances as long as all non-recoverable costs incurred or committed are paid for by the jurisdiction.

ABOVE THE LINE – BELOW THE LINE

Above the Line

Discretionary Programs - FFY 2007 with the continuing resolution used to appropriate funds did not provide for any earmarks and thus a number of these programs had funding available.

Bridge - $100 million for bridge projects at the discretion of the Secretary - all funds were earmarked
Corridor Planning and Development and Border Infrastructure (Corridors & Borders) - this is the old program through TEA-21 no additional funds are available. The new Borders program is included as part of a state's regular formula funds

Ferry Boats
Freight Intermodal distribution pilot - all funds were earmarked
Highways for LIFE
Innovative Bridge Research and Construction
Innovative Bridge Research and Deployment Program
Interstate Maintenance - $100 million per year in discretionary spending available
National Corridor Infrastructure - all funds were earmarked
National Historic Covered Bridge Program
Projects of Regional and National Significance - all funds were earmarked
Public Lands Highways
Scenic Byways
Transportation and Community and System Preservation Program
Transportation Infrastructure Finance and Innovation Act (TIFIA)
Truck Parking Facilities
Value Pricing Pilot Program

Below the Line

Programs included as part of Equity Bonus (regular formula funding for states):
Interstate Maintenance
National Highway System
Bridge
Surface Transportation Program
Highway Safety Improvement
Congestion Mitigation/Air Quality Improvement
Metropolitan Planning
High Priority Projects
Recreational Trails
Safe Routes to School
Rail-highway Grade Crossing
Coordinated Border Infrastructure

Agenda Item #8

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

DATE:
September 11, 2007

SUBJECT:
Building a Quality Arizona Update

SUMMARY:
Over the past year, the Arizona Association of Councils of Governments and Metropolitan Planning Organizations has been meeting to discuss growth and transportation issues. As a result of these meetings, it was recommended that a Reconnaissance Study be initiated to examine transportation bottlenecks throughout the state, to develop a statewide modeling tool and to recornmend areas for transportation framework studies. On December 13, 2006, the Regional Council approved MAG contributing financially to this study.

On August 31, 2007, the COG's/MPO's along with business partners and the Arizona Department of Transportation met to receive preliminary information from the Reconnaissance Study and to discuss the areas throughout the state that would benefit from framework studies and a potential study process that would lead to a statwide transportation election.

An update on the Reconnaissance Study will be provided to the members of the Transportation Policy Committee and the possible areas for framework studies. Framework studies originated in the MAG region with the current efforts for the Interstate 10-Hassayampa Valley west of the White Tank Mountains, and the Interstates 8 and 10-Hidden Valley for southwest Maricopa County and west Pinal County. The framework studies will be partially funded through $7 million that was approved by the State Transportation Board. In addition to reviewing the proposed study areas, the process and timing leading to a potential statewide transportation election will be discussed.

Attached to this summary are the following items:

- Draft Statewide Framework Location Map - A map illustrating nine framework study locations across Arizona that are under discussion by the COG/MPO Association, ADOT, the State Transportation Board, and the Governor's Office on Growth and Infrastructure. This map also illustrates the location for the Interstate 10-Hassayampa Valley and Interstates 8 and 10-Hidden Valley studies that are presently underway in the MAG region.

- Timeline for Implementation - Transportation funding in Arizona has been a consistent topic during the evolution of the Reconnaissance Study. Given the infrastructure recommendations that have been seen in the current framework studies in Hassayampa and Hidden Valleys, and the potential for more infrastructure recommendations from the future studies, as well as continuing statewide needs in transportation, an implementation schedule has been provided. This schedule illustrate the process envisioned for completing the studies, tying the results together, and moving forward towards a potential referral to the Arizona voters for transportation funding.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: Information generated to date by the Reconnaissance Study has highlighted the need for expanding the state's transportation infrastructure. This information has been provided to the to the Arizona COG and MPO chairs, directors, and representatives from the Governor's Office on Growth and Infrastructure, the State Legislature, ADOT, and the TIME Coalition (representing Arizona's Business Community).

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The timeline for a referendum to the Arizona voters is aggressive and will require resources from the public and private sectors to meet its goals. In the MAG region, there would be participation needed from MAG on three studies (as presently identify on the framework map): I-17-New River, I-10/US-60-Superstitions to Picacho, and I-8/I-10/AZ-95-Yuma Valley. These three studies would coincide with the current planning efforts underway for Interstates 8 and 10-Hidden Valley.

POLICY: Policy implications will result from the approach taken for the referral to the Arizona voters.

ACTION NEEDED:
Information, discussion and input on framework study areas, study process and election timing.

PRIOR COMMITTEE ACTIONS:
On December 13, 2006, the Regional Council approved an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to include a Statewide Intrastate Mobility Reconnaissance Study for a total cost of approximately $300,000, with MAG funding $180,000 of that cost from MAG federal funds, PAG providing $48,000 and ADOT providing $72,000.

MEMBERS ATTENDING
* Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice Chair
+ Councilmember Dave Waldron for Mayor Douglas Coleman, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Bobby Bryant, Buckeye
* Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
* Mayor Fred Waterman, El Mirage
President Raphael Bear, Fort McDowell Yavapai Nation
Mayor Wally Nichols, Fountain Hills
Mayor Daniel Birchfield, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
* Mayor Bernadette Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Supervisor Max Wilson, Maricopa County
Mayor Keno Hawker, Mesa
Mayor Ed Winkler, Paradise Valley
Vice Mayor Vicki Hunt for Mayor John Keegan, Peoria
Councilmember Claude Mattox for Councilmember Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
* President Joni Ramos, Salt River Pima-Maricopa Indian Community
Councilmember Cliff Elkins for Mayor Joan Shafer, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
* Joe Lane, State Transportation Board
Felipe Zubia, State Transportation Board
F. Rockne Arnett, Citizens Transportation Oversight Committee

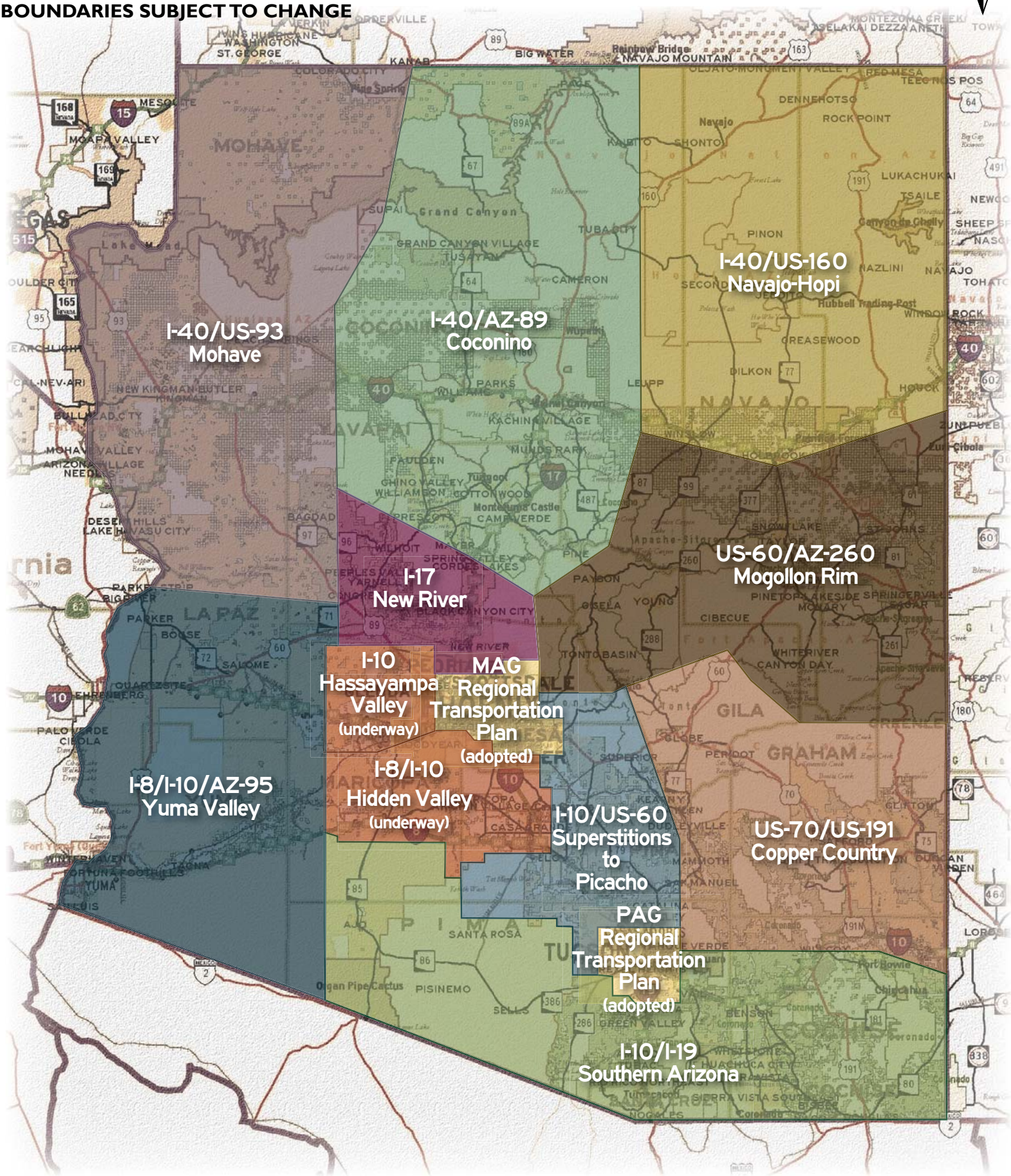
* Those members neither present nor represented by proxy.
# Attended by telephone conference call.
+ Attended by videoconference call.

CONTACT PERSON:
Eric Anderson, MAG Transportation Director, or Bob Hazlett, MAG Senior Engineer, 602 254-6300.

"Strawman" Framework Locations

DRAFT - FOR REVIEW AND DISCUSSION PURPOSES ONLY

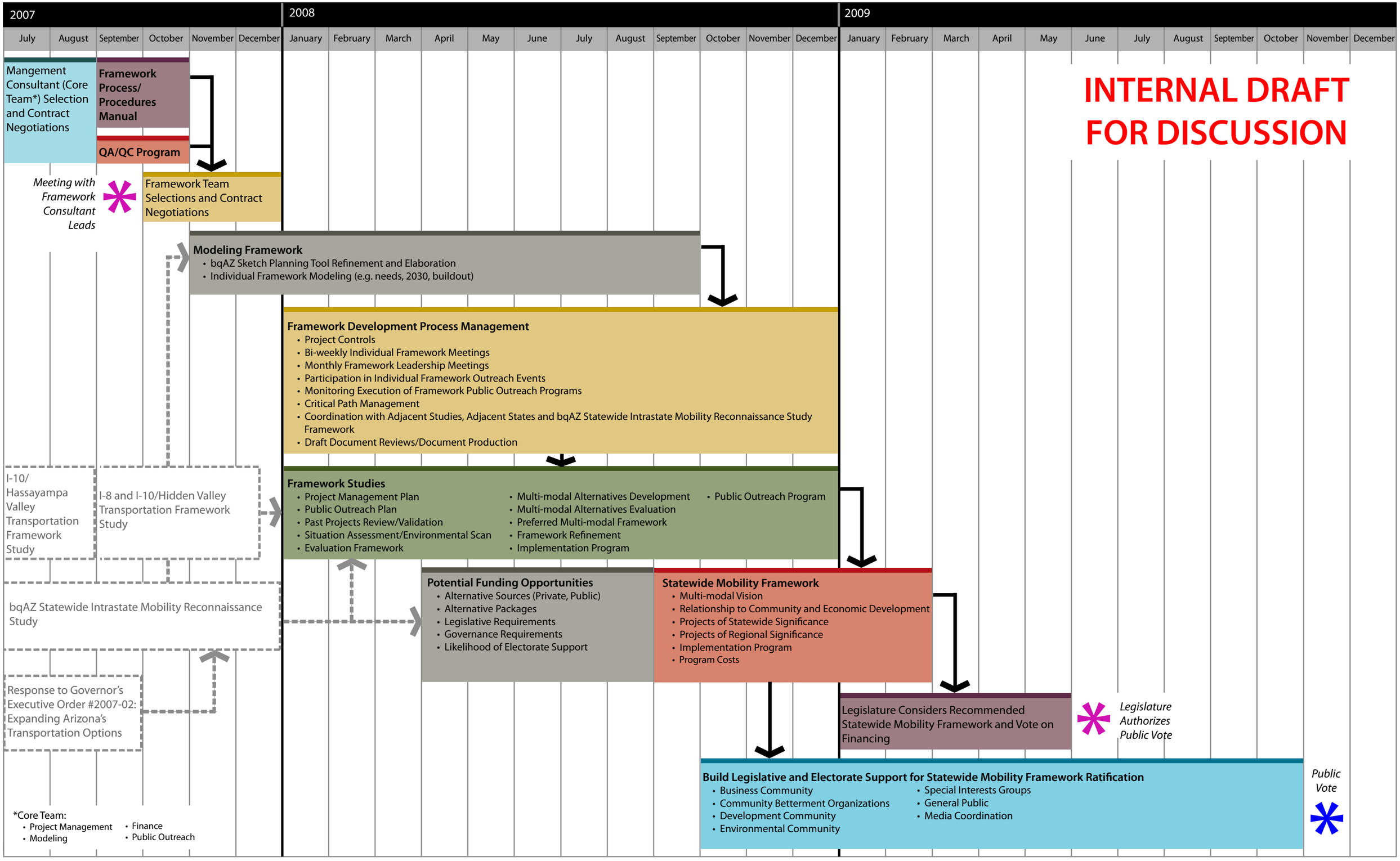
BOUNDARIES SUBJECT TO CHANGE



BUILDING A QUALITY ARIZONA

Statewide Intrastate Mobility Reconnaissance Study

September 6, 2007



July 26, 2007

Statewide Mobility Framework Management Process

Interstate 10/ Hassayampa Valley Roadway Framework Study

June 2007

DRAFT

MARICOPA ASSOCIATION of GOVERNMENTS

Project Background, Purpose and Objectives

The Interstate 10/Hassayampa Valley Roadway Framework Study is the first of several long-range planning studies the Maricopa Association of Governments (MAG) will conduct in developing areas of metropolitan Phoenix The purpose of these studies is to initiate the transportation planning process in large areas that are expected to experience intense growth and development over the next 30 to 50 years. MAG and its partners are beginning broad-brush planning in advance of growth

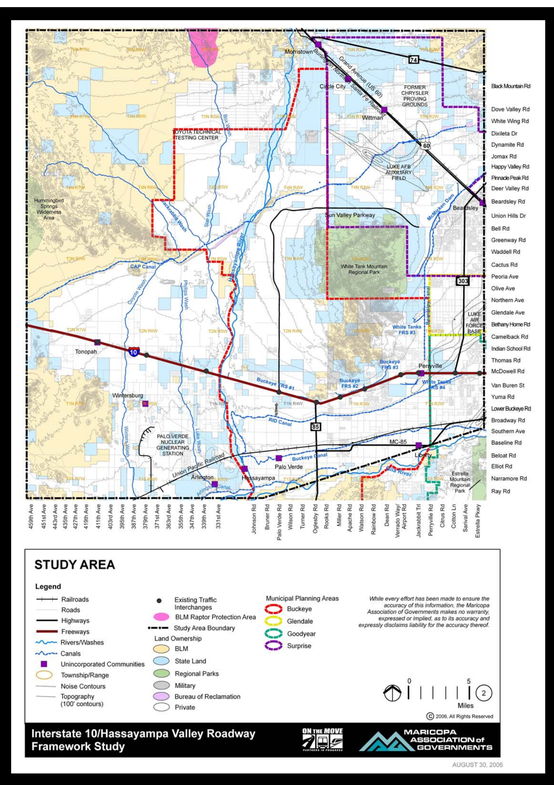
The I-10/Hassayampa study area covers approximately 1,400 square miles bounded by State Route (SR) 303L on the east, the 459th Avenue section line on the west, the approximate SR-74 alignment on the north, and the Gila River on the south. Large topographical features act as barriers to travel, especially the White Tank Mountains in the east central portion of the study area. West of this mountain range, however, a great deal of developable land exists. Over 100 entitlements have been granted for master-planned communities and residential and commercial development.

Scenario	Dwelling Units	Population	Employment (jobs)
2005	55,000	138,000	48,000
2030	395,000	948,000	379,000
Buildout Assumptions	906,000	2,862,000	836,000

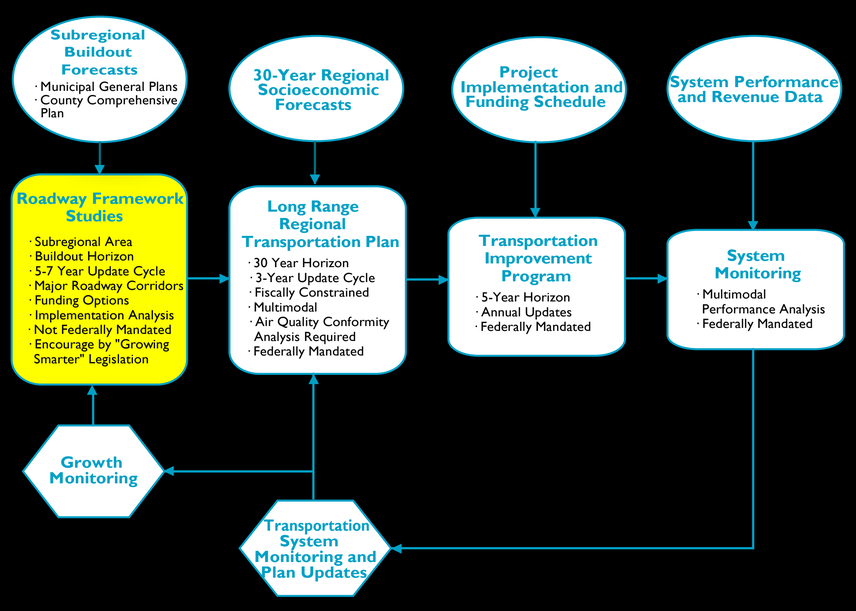
Much of the impetus for this one-year study arose from the need to preserve Interstate 10—currently the only freeway serving the area—as the primary corridor for moving people and goods across the United States, as well as between metropolitan Phoenix and the ports in Los Angeles and Long Beach. At "Buildout," perhaps 50 or more years in the future, Buckeye and Surprise expect to be among the five largest cities in Arizona. The previous table indicates the magnitude of projected population and employment growth scenarios from 2005 to 2030 and to Buildout.

Objectives Met:

- Laid out a conceptual network of north-south and east-west roadways that will provide access throughout the study area and preserve I-10 as an interstate travel and freight corridor;
- Identified potential traffic interchange locations on I-10 and proposed high-capacity roadways;
- Developed priorities for the next steps leading to ultimate construction of the proposed roadway network, regional connections and future I-10 interchanges;
- Studied opportunities for alternative transportation modes;
- Evaluated funding options, and assessed the capacity of existing and potential sources of funding;
- Recommended appropriate access management strategies for each functional class of roadway; and
- Specified future corridors in which right-of-way should be preserved now.



Relationship to Regional Planning



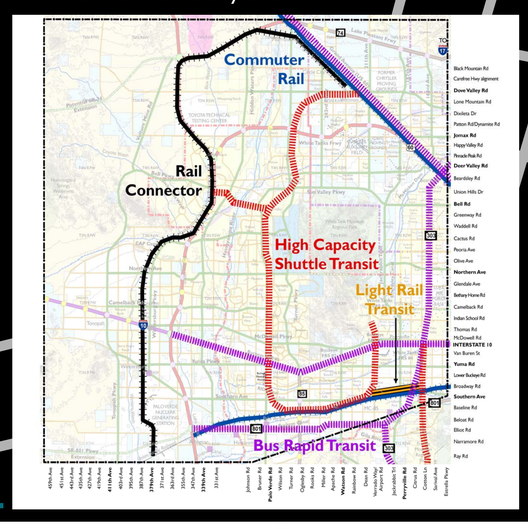
Coordination and Outreach

The MAG I-10/Hassayampa Valley Roadway Framework Study included an agency coordination and community outreach program throughout the project. More than 120 meetings were conducted with public agency staff, elected officials, and a wide range of private "stakeholders" with an interest in the area, such as landowners and developers. All of these public and private stakeholders were invited to participate in four "Development Forums." Over 100 people attended each event, including several elected officials. A Community Open House followed the third forum.

The MAG team supplemented these meetings and events with two newsletters and a special web page linked to the main MAG website. The website was continually updated to provide the most current information during the entire study.

Alternative Modes

While focusing in this study on the future roadway network, MAG and its partners recognize the importance of alternative modes in helping to meet the future travel and freight transportation needs of the Hassayampa Valley. The study recommends investigation of a new north-south freight railroad line across the study area, which would link proposed intermodal facilities of the Union Pacific and BNSF railroads. In addition, MAG is developing a strategic implementation plan for commuter (passenger) rail throughout Maricopa County. There will also be opportunities for future high-capacity transit corridors (bus rapid transit or light rail) linking communities within the study area.



New Parkway Functional Classification

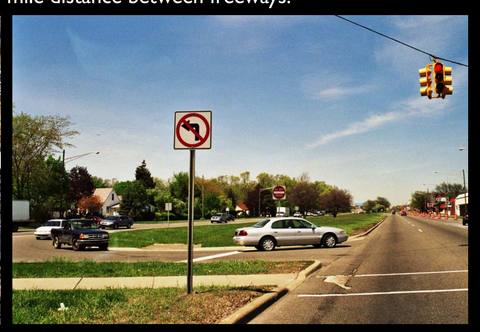
As the study progressed, it became clear that new high-capacity roadways will be needed in the Hassayampa Valley. It was equally clear that building a dense freeway grid may never be possible. Therefore, the conceptual network contains many intermediate-capacity facilities known as parkways. This facility has an excellent record of providing capacity up to double that of a conventional arterial, at a fraction of the cost of a freeway.

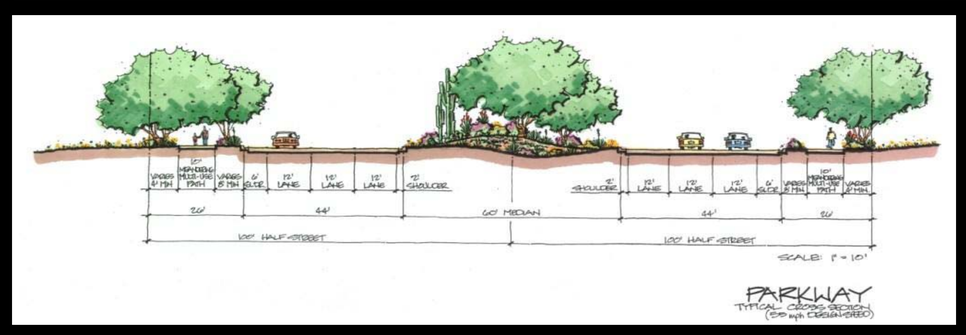
Parkway characteristics include:

- Six- to eight-lane divided roadways
- High degree of access management
- Right-of-way of at least 200 feet
- Minimum 60-feet median to accommodate storage for indirect left turns

A unique intersection design feature that greatly increases parkway capacity is the "indirect left turn." Traditional left turns are not permitted at intersections, resulting in a simple two-phase signal cycle that improves traffic operations and safety. At high-volume junctions between two parkways, grade-separated intersection may be provided instead of a conventional at-grade intersection.

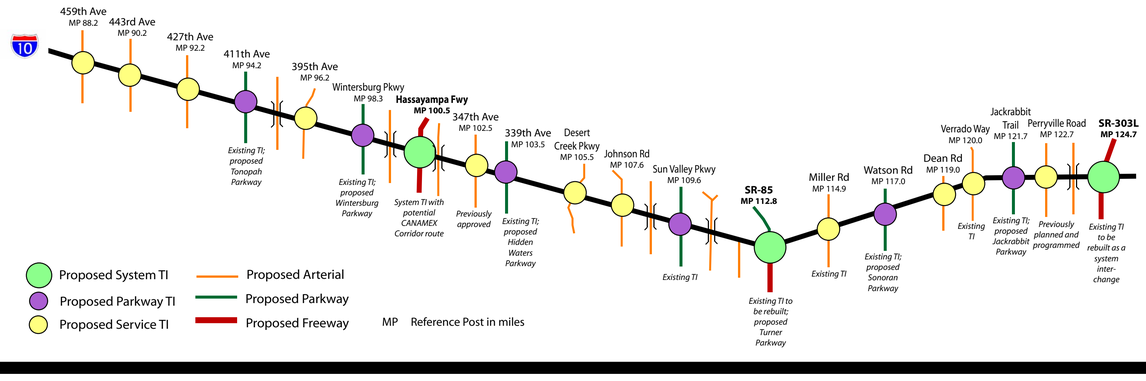
Parkways are an essential element of the project roadway network, with approximately 20 proposed alignments. To the extent permitted by topography and local plans, parkways are spaced approximately three to five miles apart—as opposed to a desirable eight- to ten-mile distance between freeways.





Traffic Interchange Locations

FHWA and ADOT are working to have a minimum spacing of two miles between interchanges on Interstate highways, except where closer spacing already exists or was previously approved. (The minimum spacing from the nearest freeway-to-freeway or "system" interchange is three miles.) On the 36-mile segment of I-10 traversing the study area boundaries, there will be 20 interchanges.



Stakeholder Team

Funding Partners:

- Maricopa Assoication of Governments (MAG)
- Town of Buckeye
- City of Goodyear
- City of Surprise
- Arizona Department of Transportation (ADOT)
- Maricopa County Department of Transportation (MCDOT)

Study Review Team:

- ADOT
- Arizona State Land Department (ASLD)
- City of Glendale
- City of Goodyear
- City of Surprise
- Federal Highway Administration (FHWA)
- Flood Control District of Maricopa County (FCDMC)
- Luke Air Force Base
- MAG
- MCDOT
- Town of Buckeye
- U.S. Bureau of Land Management (BLM)

Project Team:

DMJM HARRIS | AECOM

Wilson & Company, Inc.

Partners for Strategic Action, Inc.

Curtis Lueck & Associates

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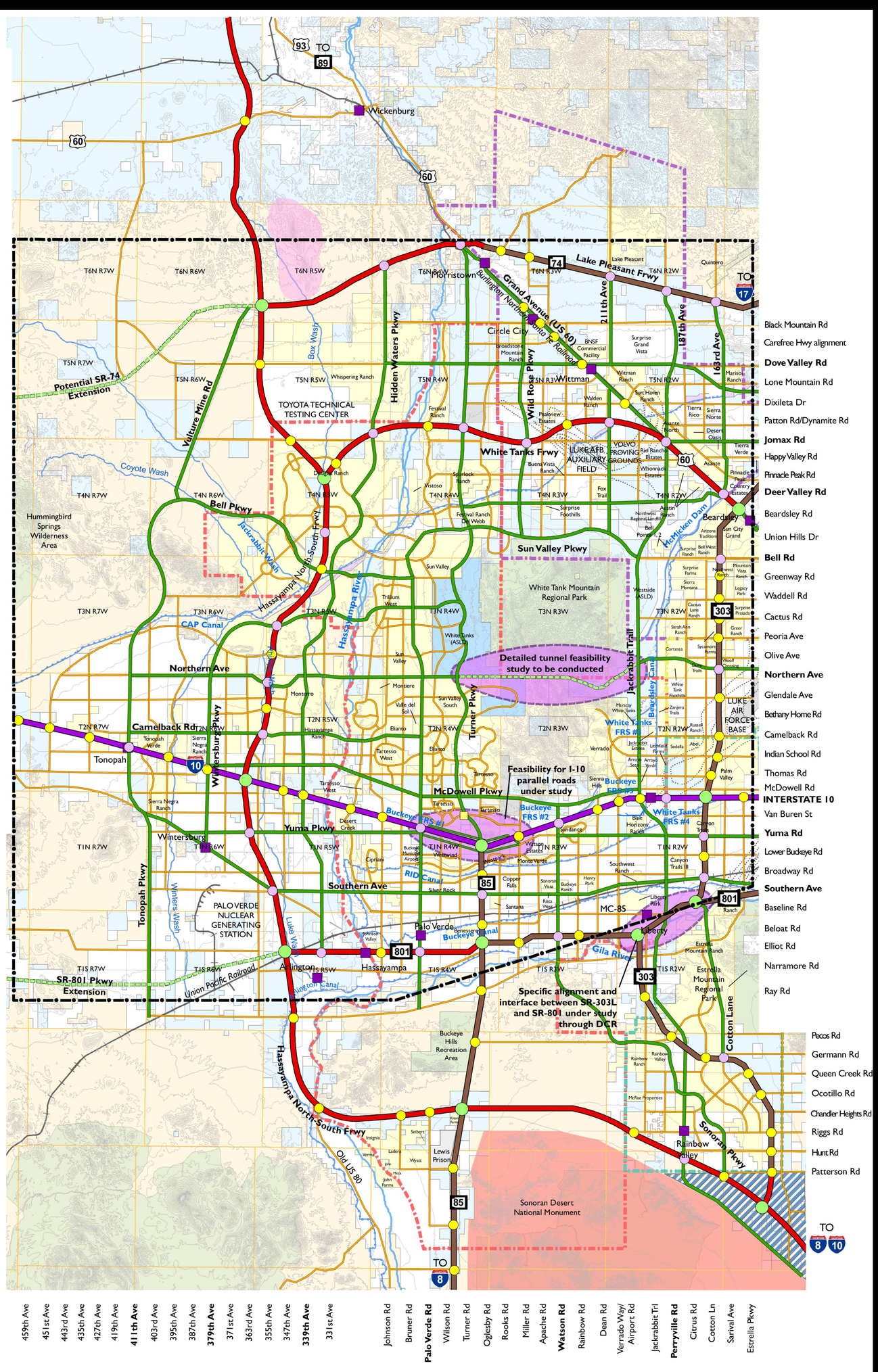
Conceptual Transportation Framework Recommendation

DRAFT



CONCEPTUAL TRANSPORTATION FRAMEWORK

Legend

- Study Area Boundary
- Railroads
- Roads
- Rivers/Washes
- Canals
- Unincorporated Communities
- Township/Range
- Noise Contours
- Topography (100' contours)
- Proposed Arterial Traffic Interchange
- Proposed Service Traffic Interchanges
- Proposed Parkway Traffic Interchanges
- Proposed System Interchanges
- Planned Developments
- BLM Raptor Protection Zone
- State Land Development Master Plan
- Sonoran Valley Planning Area
- Specific locations of further study
- Land Ownership
  - BLM
  - State Land
- Regional Parks
- Military
- Bureau of Reclamation
- Planning Areas
  - Buckeye
  - Glendale
  - Goodyear
  - Surprise
- Proposed Roadway Network
  - Existing Freeway Improvements
  - Future RTP Freeways
  - New Freeway Proposals
  - New Parkway Proposals
  - New Parkway Alternatives
  - Future Major Arterial Network

Notes

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

General alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

Locations of proposed freeway interchanges and the use of parallel roads along freeways are preliminary and subject to review and approval of the FHWA and ADOT.

Arterial river crossings are conceptual to demonstrate the number of crossing needed to support development. Final locations and number will be determined in engineering and water resource studies.

Locations of proposed roadway facilities south of the study area are subject to refinement in the I-8 and I-10/Hidden Valley Roadway Framework Study to be completed in 2008, and roadways north to be planned in the New River Roadway Framework Study, schedule to be determined.

0 5 Miles

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Interstate 10/Hassayampa Valley Roadway Framework Study

ON THE MOVE — PARTNERS IN PROGRESS

MARICOPA ASSOCIATION of GOVERNMENTS

JULY 9, 2007

Conceptual Transportation Framework Recommendation

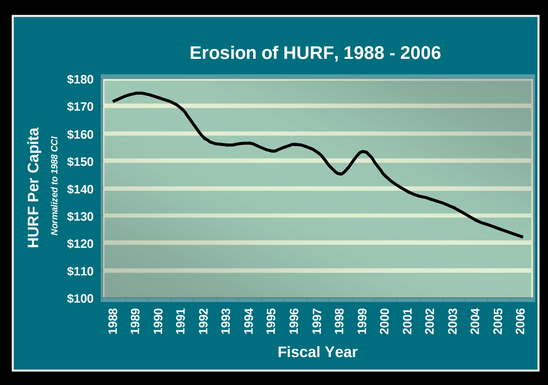
The recommended conceptual transportation framework for the Hassayampa Valley is illustrated to the left. The network includes several new freeways, identifies approximate locations of arterials, and introduces a new type of facility called a parkway. All of the framework routes should be viewed as generalized corridors, not as specific alignments. Specific locations for future roadway facilities will be established in future planning and design studies. The network of primary roads contains approximately 1,600 lane miles of freeways, 2,600 lane miles of parkways and 5,000 lane miles of arterials.

The dashed east-west line through the White Tank Mountains represents that such a connection will be necessary. MAG traffic forecasts show that such a tunnel (or an equivalent) will be necessary to provide adequate east-west capacity at buildout. It is recognized, however, that such a tunnel may not prove to be feasible. Therefore, the implementation and funding analysis in this study considers two scenarios: one with and one without a White Tank Mountain tunnel at $3 billion.

In addition, the roadway system may include a set of frontage roads or collector-distributor roads on both sides of I-10 between Miller and Johnson Roads in Buckeye. These roads would enhance access to large-scale commercial development planned along this part of I-10.

Roadway System Funding

Building the conceptual network will cost about $22 billion in today's dollars for the study area. The roadway projects are not yet in the adopted transportation plan, and no improvements are funded. The study team identified various transportation revenue sources in use today by study area jurisdictions, including the Highway User Revenue Fund or HURF (primarily the state gas tax), and the Regional Area Road Fund (RARF), which comes from the voter-approved half-cent sales tax. The HURF has been declining in real terms for almost twenty years, and the RARF expires in 2025. Accordingly, these major sources cannot be relied on for the proposed Hassayampa Valley framework. We need to identify and commit new funding sources to build the network. Funding will also be needed for continual operation and maintenance once construction is complete.



Potential revenue sources identified in the study include user fees, gas tax increases, toll roads, special taxation districts, another extension of the RARF, and regional development impact fees, among many others. Some new sources require approval by the state legislature and others may require approval by local elected officials or the voters.

There are no easy solutions to this funding predicament, as the sources that generate the most revenue will likely be the most difficult to enact. However, this study begins to set a strategy for funding policy consensus-building. Similar funding problems are evident throughout the state, and so a more regional initiative—perhaps even a coordinated statewide strategy—should be pursued over the coming years. Even though the conceptual network is a long-term vision, we should begin to think now about how to overcome the funding shortfall.

Implementation and Next Steps

Based on recent discussions between study team members and the four major jurisdictions in the study area, the following table presents one reasonable scenario for phased implementation of the recommended Hassayampa Valley freeway system, including future improvements to I-10. The table includes funded Proposition 400 projects on I-10, SR-74, SR-303L and SR-801, as well as the unfunded freeways. The next steps generally consist of corridor location and preliminary alignment studies, followed by right-of-way preservation in the short term to ensure than land is available when the facilities are needed.

Although not listed in the table for reasons of space, the parkways have been grouped into high, medium and low priorities. High-priority parkways include those singled out in local or regional plans, as well as those where expected near-term development makes right-of-way preservation urgent. The lowest-priority parkways are generally those located west of the proposed Hassayampa Freeway alignment.

Dates	Potential Activities
By 2015	*Preserve R/W for SR-801, SR-303L to SR-85* *Widen SR-85 to interim four-lane divided highway* Preliminary alignment studies for SR-303L, SR-801 to Hassayampa Fwy Preliminary alignment studies for Hassayampa Fwy, I-10 to White Tank Fwy Preliminary alignment studies for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L Preliminary alignment studies for SR-801, SR-85 to Hassayampa Fwy
By 2015	*Preserve R/W along SR-74* *Construct SR-303L freeway, US-60 to I-10* Preserve R/W for SR-303L, SR-801 to Hassayampa Fwy
By 2015	Preliminary alignment studies for Hassayampa Fwy, White Tank Fwy to SR-74 Extension Preliminary alignment studies for Hassayampa Fwy, I-10 to SR-85 Preserve R/W for Hassayampa Fwy, I-10 to White Tank Fwy Preserve R/W for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L *Construct TI at I-10/Perryville Rd*
By 2030	Preliminary alignment studies for SR-74 Extension, US-60 to Hassayampa Fwy Preserve R/W for SR-801, SR-85 to Hassayampa Fwy *Construct SR-303L freeway, I-10 to SR-801*
By 2030	Preserve R/W for Hassayampa Fwy, White Tank Fwy to SR-74 Extension Preserve R/W for Hassayampa Fwy, I-10 to SR-85
By 2030	Construct SR-303L, SR-801 to Hassayampa Fwy Possibly construct interim Hassayampa Fwy facility, I-10 to White Tank Fwy Possibly construct interim White Tank Fwy facility, Hassayampa Fwy to US-60/SR-303L
By 2030	*Initiate new TIs and other I-10 improvements, SR-303L to SR-85* *Construct two-lane interim facility on SR-801 alignment, SR-303L to SR-85*
By 2030	Preserve R/W for SR-74 Extension, US-60 to Hassayampa Fwy Possibly construct interim Hassayampa Fwy facility, White Tank Fwy to SR-74 Extension Complete I-10 improvements, SR-303L to SR-85 Improve SR-74 to full freeway Improve SR-85 to full freeway
Beyond 2030	Construct I-10 improvements, SR-85 to Hassayampa Fwy Complete SR-801, SR-303L to SR-85 Complete Hassayampa Fwy, I-10 to White Tank Fwy Complete White Tank Fwy, Hassayampa Fwy to US-60/SR-303L
Beyond 2030	Possibly construct interim SR-74 Extension, US-60 to Hassayampa Fwy
Beyond 2030	Complete Hassayampa Fwy, White Tank Fwy to SR-74 Extension Complete Hassayampa Fwy, I-10 to SR-801
Beyond 2030	Complete Hassayampa Fwy, SR-801 to SR-85
Beyond 2030	Construct I-10 improvements, Hassayampa Fwy to 459th Ave Complete SR-74 Extension, US 60 to Hassayampa Fwy Construct SR-801, SR-85 to Hassayampa Fwy

Listings in *italics* are entirely or partially RTP projects.

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