

November 24, 2009

TO: Members of the Transportation Policy Committee

FROM: Mayor Marie Lopez Rogers, Avondale, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.

Wednesday, December 2, 2009

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 determined at the first meeting of the Committee, proxies are not allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view is always 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 admission 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
December 2, 2009**

COMMITTEE ACTION REQUESTED

<p>1. <u>Call to Order</u></p> <p>2. <u>Pledge of Allegiance</u></p> <p>3. <u>Call to the Audience</u></p>	<p>3. Information.</p>
<p>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.</p>	
<p>4. <u>Approval of Consent Agenda</u></p> <p>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 (*).</p>	<p>4. Recommend approval of the Consent Agenda.</p>

ITEMS PROPOSED FOR CONSENT*

<p>*4A. <u>Approval of the October 21, 2009, Meeting Minutes</u></p>	<p>4A. Review and approval of the October 21, 2009, meeting minutes.</p>
<p>*4B. <u>Revisions to the Arterial Life Cycle Program Policies and Procedures</u></p> <p>In 2004, MAG initiated the development of the Arterial Life Cycle Program (ALCP) to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP). In 2005, the</p>	<p>4B. Recommend approval of the proposed changes to Section 350 of the ALCP Policies and Procedures.</p>

Regional Council approved the ALCP Policies and Procedures ("Policies") to direct the implementation of the arterial street projects in an efficient and cost-effective manner. On April 22, 2009, the Regional Council approved revisions and refinements to the Policies. Since the approval, MAG member agencies have expressed concerns about the policies regarding ALCP project savings and programming the ALCP when a deficit of revenue occurs. On September 3, 2009, the ALCP Working Group met to discuss these concerns and other issues regarding the definition of a completed project for the Regional Area Road Fund (RARF) Closeout and data issues encountered during the annual update process. The Transportation Review Committee and the Management Committee recommended approval. A memorandum outlining the issues discussed, the current policies, and any recommendations made by the ALCP Working Group and a draft of the proposed revisions to the ALCP Policies and Procedures are attached.

*4C. Project Changes -- Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

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

4C. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

*4D. American Recovery and Reinvestment Act (ARRA) Monthly Status Report

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

4D. Information.

ITEMS PROPOSED TO BE HEARD

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

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

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

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

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

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

The American Recovery and Reinvestment Act (ARRA) directed \$66.4 million to transit projects in the MAG region. The ARRA legislation allows up to 10 percent of the funds to be directed toward operations. MAG initially programmed the ARRA transit funds to regional projects in March 2009 with subsequent changes and modifications. Recently, the bids for transit projects have been coming in under the programmed costs, which result in available ARRA transit funds that need to be programmed. The Regional Public Transportation Authority (RPTA) Board met on November 19, 2009 and recommended approving priority guidelines, the methodology by which operating and preventive maintenance funds are allocated to Bus, Rail and ADA, and to amend the MAG 2008-2012 TIP to include operating and ADA assistance. This recommendation results in 11 projects to be

6. Recommend adding the SR-143 project to the American Recovery and Reinvestment Act Highway project list to be funded based on the ability to obligate.

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

added to the MAG 2008-2012 TIP, which is reflected on a separate agenda item, Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program. Please refer to the enclosed material.

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

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to each appoint three business members to the Transportation Policy Committee (TPC). In January 2007, the Speaker of the House of Representatives appointed Mr. Eneas Kane, Executive Vice President and Chief Operating Officer for DMB Properties, to a term on the TPC that ends on December 31, 2012. Mr. Kane recently notified the Speaker and MAG that he will be resigning from the TPC effective December 31, 2009. According to state law, the Chairman of the Regional Planning Agency may submit names to the Speaker for consideration in appointing a member representing regionwide business to fill the vacancy. On October 13, 2009, a memorandum was sent to the Regional Council requesting that possible names for consideration be submitted to MAG by November 20, 2009. It is anticipated that input on names submitted will be provided at the December 2, 2009, TPC meeting and a recommendation made by the Regional Council at the December 9, 2009, meeting. Please refer to the enclosed material.

9. Request for Future Agenda Items

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

10. Adjournment

8. Information, discussion, and input.

9. Information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

October 21, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

- * 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 Marie Lopez Rogers at 4:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. Mayor Hugh Hallman, Mayor Jim Lane, Councilwoman Peggy Neely, and Mayor Elaine Scruggs participated by telephone.

Chair Rogers noted materials at each place: the revised agenda, the October Status Report on ARRA projects, a letter from Councilman Barney noting his support for modifying the November

30, 2009, obligation deadline to a milestone date, and a compilation of the materials received at the Transportation Public Meeting.

3. Call to the Audience

Chair Rogers 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 Rogers noted that no public comment cards had been turned in.

4. Approval of Consent Agenda

Chair Rogers stated that agenda items #4A, #4B, #4C, and #4D were on the consent agenda. She stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Rogers asked members if they would like to remove any of the consent agenda items or have a presentation. None were noted. Councilman Aames moved to recommend approval of consent agenda items #4A, #4B, #4C, and #4D. Mr. Berry seconded, and the motion carried unanimously.

4A. Approval of the September 23, 2009, Meeting Minutes

The Transportation Policy Committee, by consent, approved the September 23, 2009, meeting minutes.

4B. 2009 Annual Report on Status of the Implementation of Proposition 400

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

4C. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update as shown in the attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have

been requests from member agencies to modify projects in the programs. These include requests to change locations for two Congestion Mitigation and Air Quality (CMAQ) funded projects, new pavement preservation projects by the Arizona Department of Transportation (ADOT), and financial changes including amounts and type of funds for ADOT projects, and projects funded with the American Recovery and Reinvestment Act (ARRA) funds. On October 1, 2009, the Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. Since the TRC met, three additional project change requests regarding right of way purchases were requested by ADOT. This request will not affect the current life cycle program cash flow. On October 14, 2009, the Management Committee recommended approval of the requested changes.

4D. Arterial Life Cycle Program Status Report

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

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

Dennis Smith, MAG Executive Director, stated that the Management Committee heard a report and made a recommendation on the possible reallocation of American Recovery and Reinvestment Act (ARRA) of 2009 funds with the understanding that there would be further review by the Transportation Review Committee later this month.

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

Ms. Yazzie displayed a slide of the Management Committees’s recommendation to the Transportation Policy Committee, which focused on the recommendation that MAG staff continue to explore the following uses for unobligated ARRA funds. Ms. Yazzie explained that items one, two, and three are relevant to local projects and item four is relevant to transit projects. Ms. Yazzie stated that item five is to modify the November 30, 2009, obligation deadline to a project development status review to determine the likelihood to obligate by March 2, 2010 with a final obligation/project development status review deadline in January to be determined.

Ms. Yazzie noted that the Status Report on ARRA funds was updated October 20 and was at each place. She then explained the format of the status report. Ms. Yazzie stated that after the environmental status is cleared, it takes two to four weeks to complete the obligation and MAG staff will be working with Federal Highway Administration and the Arizona Department of

Transportation in November regarding the obligation deadlines. She noted that FHWA is emphasizing that it is the responsibility of local agencies to complete the clearances and documents. She added that the ADOT management consultants are there to assist, but not ensure, that the materials have been submitted.

Ms. Yazzie noted that this month the focus is on the MPO/Local ARRA funds. She noted that the Highway ARRA funds were discussed last month, and RPTA is discussing the Transit ARRA savings through their process. She stated that the RPTA Board meets the next day, and recommendations from the Board will be forwarded to the TPC and Regional Council.

Ms. Yazzie stated that project savings are anticipated through project bids and awards coming in below estimates and from a handful of projects not meeting the obligation deadline. Ms. Yazzie stated that the dollar amount of unobligated funds could be in the range of \$10 million to \$30 million.

Ms. Yazzie stated that key factors that need to be considered as discussion moves forward include project eligibility per federal guidelines, project readiness, and the ability to obligate on time. She noted that MAG staff will be coordinating with ADOT and FHWA on this.

Ms. Yazzie displayed the points of discussion at TRC and Management Committee on policy options for Local/MPO ARRA fund priorities: 1) Providing additional ARRA funds for existing ARRA projects (no increase in scope); 2) Reducing the local match, but not below the minimum set by MAG policy, for other federally funded projects that would obligate by the deadline; 3) Funding other local projects in the regional that are eligible for ARRA funds that could obligate by the deadline; 4) Allowing local determination on the allocation of unspent funds to projects in their jurisdiction. Ms. Yazzie stated that staff will send out a request regarding the policy options to MAG member agencies to solicit any projects that fall in these four categories. Ms. Yazzie reported that MAG staff will meet on Tuesday with FHWA and ADOT regarding the unspent ARRA funds.

Ms. Yazzie displayed the policy options discussed at TRC and Management Committee on Transit ARRA fund priorities: 1) Transferring ARRA funds to transit for operations up to the \$6.4 million limit (ten percent of the ARRA Transit funds); 2) Transfer ARRA to transit for it to serve as a catchall, to the largest degree possible, before transferring funds to highway (there would be no payback of these funds); and 3) No exchange of funds. Ms. Yazzie reported that MAG staff have been meeting with Federal Highway Administration, the City of Phoenix as the Grant Recipient for federal transit funds, and RPTA regarding the impacts of the policy options.

Ms. Yazzie advised that any ARRA funds flexed to the Federal Transit Administration from Federal Highway Administration cannot be used for operations and maintenance, and must be used for capital projects.

Ms. Yazzie displayed the points discussed by the TRC and Management Committee for Highway ARRA fund priorities: 1) Transfer any remaining funds over to ADOT, if necessary; 2) Include

ADOT/Highway as a catchall to ensure that all of the regional ARRA funds are obligated by the federally mandated deadline; 3) Exchange with STP funds. Ms. Yazzie stated that at the next TRC meeting, a recommendation may be forthcoming on the policy options for the MPO/Local ARRA funds, which would then be considered by the Management Committee in November and the TPC and Regional Council in December. Ms. Yazzie stated that any required discussion on modifications would follow in January.

Ms. Yazzie concluded her presentation by saying the proposed motion on screen included additional language requested by member agencies: “and the TRC further review,” to solidify the work with the Transportation Review Committee. Chair Rogers thanked Ms. Yazzie for her report and asked members if they had questions.

Mr. Berry asked for clarification of the changes from the October 14 ARRA Status Report to the October 20 ARRA Status Report. He expressed concern that he had not had sufficient time to consider the changes. Ms. Yazzie replied that the Status Report was for information only and no action on the report was being requested. Eric Anderson, MAG Transportation Director, stated that the Status Report is provided to give an account of the current status of all of the ARRA projects and is for information only.

Chair Rogers expressed that she had requested that the additional language be inserted into the requested motion to clarify that action was not being taken today on ARRA reallocations and would be going back through the committee process.

Mr. Anderson stated that the real impact of the motion is item #5, which modifies the November 30, 2009, date from a hard deadline to a milestone date. He commented that without the modification, if a project did not obligate by November 30, the funds would be taken back by the region and reallocated. Mr. Anderson stated that there are a lot of projects funded by ARRA funds that will obligate in December, January, and February, and the recommendation is to change the November 30 obligation deadline to a milestone date to determine the likelihood if a project will obligate.

Mr. Smith stated that the next time the report is made, ADOT and FHWA will provide the likelihood of projects being able to obligate on time.

Mr. Berry referenced the slides that suggested moving funds between modes, and asked if the TPC was required to respect the firewalls, regional equity, etc., for ARRA funds as in the Proposition 400 process. Mr. Anderson replied that these considerations were not required for ARRA funds. Mr. Berry stated that he understood the ARRA funds were a different source, and asked if they were being used to create balance. Mr. Anderson replied that this action tonight was not to approve any funding, but they anticipate with the current bid environment, there will be project savings on local projects. He advised that the goal is to ensure there is time for reallocation of the project savings to other projects so as to not lose the funds back to Washington, D.C. He commented that the recommended action is basically a notification to the TPC and Regional Council that these are

possible uses for the project savings. Mr. Anderson added that the discussion of priorities has not yet taken place and will begin at the Transportation Review Committee meeting next week.

Mr. Kane stated that MAG is trying to move through a very tight schedule. He asked if there are unallocated funds at what point will there be knowledge that the stimulus funds will not be lost in the region. Mr. Anderson replied that one issue is the November 30 date as a deadline. He explained that the October 28, 2009, Regional Council meeting is the last before that date, and if the Regional Council does not take action, then there is no choice but to take the funds back and then there will not be enough time to reallocate the funds. Mr. Kane commented that the motion needed to be to make it our priority to not lose the funds.

Mayor Hallman asked for clarification if the reallocation could be used for operational purposes. Ms. Yazzie replied that ARRA funds to Highway and MPO/Local must follow STP guidance, which states that they cannot be used for operations or preventive maintenance. She indicated that if the policy direction is given to flex the funds to Transit, the region could use the funds toward a project such as a park and ride lot, which is STP eligible and would free up ARRA Transit funds that could then be used for operations and maintenance.

Mayor Hallman commented that operations should be considered if there is flexibility in these funds. He stated that building more capital projects when cutting operations seemed peculiar to him, and he thought MAG should be looking at operations opportunities as much as possible. Mayor Hallman stated that this might be a one-time backfill, and if the bottom of the economic situation has been reached, services could be preserved to bridge to a better time. Ms. Yazzie commented that she believed the same movements were happening at the RPTA Board, which meets the next day to discuss policy options for unused Transit ARRA funds. She added that she understood their number one priority was operations for the unused Transit ARRA funds.

Chair Rogers noted that a letter from Councilman Barney regarding this issue was submitted for the record.

Chair Rogers stated that additional seating was available in the MAG Cholla Room and attendees could watch the meeting via videoconference.

Chair Rogers recognized public comment from Donna Kruck, an employee of Arizona Bridge to Independent Living (ABIL), which provides advocacy and programs for people with disabilities. She said that transit is very important to the disability community and many of ABIL's care workers use transit. Ms. Kruck stated that ABIL fought hard for the passage of Proposition 400 and she encouraged that the intent of Proposition 400 on the proportion of money for transit be retained. She stated that even more people today rely on transit, including her husband who is unemployed and whose car no longer runs. Ms. Kruck stated that it is vital to have a viable, countywide transit system. Chair Rogers thanked Ms. Kruck for her comments.

Chair Rogers recognized public comment from David Carey, who works at ABIL as an advocate. Mr. Carey stated that he has seen the Valley grow and transit improve a lot over the years. He

stated that he understood the instability of the economy, and cuts need to be made, but he was concerned that if transit goes away, it will not return. Mr. Carey stated that people with disabilities and economic status need to use transit. He said that he works with youth to get them involved in using transit. Mr. Carey expressed his fear that if transit service is removed, getting youth used to using transit will be lost. He said that he hoped the intent of Proposition 400 to keep and expand transit across the Valley is kept. Chair Rogers expressed her appreciation for the comments, which are crucial to decision making.

Councilman Aames asked that the requested motion be displayed onscreen. He moved to recommend that MAG staff and the Transportation Review Committee further explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit, and 5) Modify the November 30, 2009 obligation deadline to a project development status review to determine the likelihood to obligate by March 2, 2010 with a final obligation/project development status review deadline in January to be determined. Mayor Truitt seconded.

Mayor Hallman asked for clarification that the motion says that the priorities will be set and that operations will be one of the uses considered. Councilman Aames replied that was correct.

Mr. Smith asked for clarification from Councilman Aames that his motion that item #5 modifies the November 30, 2009 deadline to a status review date. He noted that this part of the recommendation would not go back to the Transportation Review Committee for action. Councilman Aames as maker of the motion, and Mayor Truitt as second, agreed with the clarification.

Mayor Cavanaugh asked for clarification of the modification. Mr. Smith explained that items one through four would go back through the MAG committee process and back to the TPC at its next meeting, and they need to notify people that the November 30 date is now a milestone date. He said that a report will be provided in December on the projects that will obligate and the projects that will not. Mayor Cavanaugh asked for clarification of the January date. Ms. Yazzie replied that the motion directs that "the final obligation/project development status review deadline in January is to be determined."

Mayor Lewis asked for clarification that the next meeting was December 2, 2009, and the purpose was to clarify that the November 30 date was a milestone date. Ms. Yazzie replied that was correct.

With no further discussion, the motion passed unanimously.

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

Mr. Smith stated that for the past several months, the Transportation Policy Committee has been discussing a tentative scenario as a means for bridging the funding gap in the Freeway and Highway Program. He advised that by law, the Program is required to be balanced.

Mr. Anderson stated that a compilation of the materials received at the Transportation Public Meeting on October 13, 2009, was at each place. He reviewed some of the comments received: 1) Due to widening of Grand Avenue there could be a safety issue with the entrance to the hospital and two additional grade separations might be needed at 103rd Avenue and 107th Avenue. 2) A request by landowners on Gila River Indian Community land who would like to receive a proposal for building the South Mountain Freeway on tribal lands as an alternative to Pecos Road. 3) A request that the transit funding level not be reduced. 4) The need to use commuter rail and bus rapid transit instead of light rail in the I-10 corridor. 5) Maintain flexibility and efficiency in decisions made, due to the volatility in the economy. 6) Urge that light rail extend its service in population centers and make more investment downtown.

Mr. Anderson reported that the Proposition 400 sales tax revenue for the first quarter of 2009 was 13 percent less than the first quarter of 2008. He commented that the sales tax revenue is basically back to 2005. Mr. Anderson noted that until this economic downturn, sales tax revenue has never had a decline since tracking began in 1960.

Mr. Anderson displayed a map of the foreclosed residential properties for sale as of September 2009, which totaled about 13,500 properties. The next map showed a total of about 47,000 residential properties facing foreclosure as of September 2009. Mr. Anderson displayed a map of the two previous maps combined and noted that together they represent about 60,000 residences. He noted that in total, there about 1.5 million housing units in Maricopa County.

Mr. Anderson stated that the Phoenix-Mesa unemployment rate was 8.3 percent, which is lower than a lot of other metro areas. He said that people may have moved elsewhere, become discouraged looking for work, or have accepted part-time positions and are not counted as unemployed. Mr. Anderson noted that the region's unemployment rate has increased more than five and one-half percent over the past three years (August 2006 to August 2009). He stated that the one year change in the unemployment rate is not as high as other metro areas, probably because ours happened early on in the economic downturn. Mr. Anderson noted that the unemployment rate in Portland, Oregon, increased five percent in one year.

Mr. Anderson stated that the selling price per square foot for housing is now less than \$100, when at the peak in 2006 it was in the \$150 per square foot range. He commented that housing was traditionally affordable in the MAG region and at the peak, the market was losing that affordability factor.

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

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

Mr. Hazlett displayed a map of the project changes in the tentative scenario, and commented that the recommendations to bring the program in balance occur Valleywide. Mr. Hazlett stated that the value engineering recommendations focused mostly on new corridors (Loop 303 from I-10 to I-17) and Loop 202 (South Mountain) and represent approximately \$1.7 billion in savings. He noted that the Regional Transportation Plan (RTP) estimate for Loop 303 was \$1.4 billion and the 2009 ADOT cost opinion was approximately \$2.9 billion. Mr. Hazlett reported that value engineering reduced the cost to complete the corridor about \$1.3 billion.

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

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

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

Mr. Hazlett said that they looked at deferrals in three different categories: entire corridor deferral, general purpose land deferrals, and right of way preservation deferrals. He displayed a map of the deferrals and noted that the largest was the I-10 Reliever (SR-801) from SR-85 to Loop 202, which results in the Loop 303 from SR-801 to I-10 a likely candidate for deferral. Mr. Hazlett noted that

an interim facility will be constructed on SR-802 from Ellsworth to Loop 202, but defer the rest of the corridor because the route in Pinal County is not yet defined.

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

Mr. Hazlett stated that the tentative scenario recommends the right of way protection for SR-74 and Loop 303 be deferred.

Mr. Hazlett noted that included in the tentative scenario is a draft deferral policy for the TPC to consider because there needs to be some sort of policy to bring the projects back into the program. Mr. Hazlett stated that there are two principles in the draft policy: 1) Maintain the original project priority, and as funds become available the projects could be brought back in. 2) Capture the cost savings from a deferred corridor.

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

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

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

Mayor Cavanaugh asked the plan for prioritizing deferrals. Mr. Hazlett replied that the tentative scenario recommends considering deferrals in two ways: 1) If there are project savings in the corridor, the savings would stay in the corridor and used on the deferred project. 2) Maintain the same priorities as the Regional Transportation Plan, and as funds become available, deferred projects are brought back according to the priority.

Mayor Cavanaugh asked if the requested action preserved the two options in the tentative scenario and there would be no question at a later time. Mr. Anderson replied that was correct.

Councilman Aames asked for clarification that the item was on the agenda for possible action. He spoke about possible traffic issues with putting in HOV lanes but using them as general purpose lanes because the direct HOV lane connections from Loop 101 to I-10 and I-17 would be deferred. Mr. Anderson stated that MAG staff had spoken to Peoria staff about this. He said MAG would like to do more detailed technical analysis. Mr. Anderson noted that there is not a direct connection from Loop 101 to I-17 but a significant amount of traffic crosses I-17 eastbound and westbound. Mr. Anderson stated that 35 miles of HOV lanes were just opened and they want to move carefully if any changes are made. He stated that this additional lane on the Agua Fria is not scheduled for a while, and there is time for technical analysis. Mr. Anderson stated that this will be brought back to the TPC at a later date.

Mr. Kane asked Mr. Hazlett to elaborate on what was driving the design and the model to conclude that a parkway for the South Mountain corridor would not be a feasible option long term. Mr. Hazlett stated that there is a lot of residential population in Tolleson, Estrella Village, Avondale, Goodyear, etc., and in Chandler there is a good-sized business area, Intel and Motorola, and vice versa. Mr. Hazlett stated that a lot of traffic wants to go back and forth between the two areas. Mr. Anderson noted that the model was done on the 2025 and 2030 projections and a lot of employment is projected for both areas and a lot of commutation will take place in both directions in both AM and PM peak periods. Mr. Kane commented that this was driven by a jobs and housing balance wanting the most direct route. Mr. Hazlett replied that was correct.

Chair Rogers noted that this agenda item has generated extensive interest and she asked that those wishing to offer public comment be as concise as possible when providing comments, and if someone has already stated their position on the issue, to express agreement instead of repeating the same comments, in order that everyone who wishes to speak could be accommodated. She stated that written comments will also be accepted, either tonight or before the Regional Council meeting next week.

Chair Rogers recognized public comment from Woody Thomas, who stated that when Proposition 400 was being proposed the TPC included hard firewalls so that what happened with Proposition 300 would not happen again. He stated that the West Valley is still limited in east/west mobility. Mr. Thomas stated that with the economic upheaval, it is time to take a fresh look at what the Regional Transportation Plan could accomplish. He stated that any intersection improvements should be deferred. Mr. Thomas stated that this is a regional transportation plan and with the downturn of income, we no longer have the luxury of intersection improvements but need to focus on highways. He stated that this is where bus rapid transit comes in, which is the cheapest form of transportation and could be converted to high capacity rail someday, as noted in the MAG High Capacity Transit Study. Mr. Thomas stated that he is on the South Mountain Corridor Assessment Team, and all he hears is "Not in My Back Yard." He stated that it is a fact of life that all freeways increase noise and pollution. Mr. Thomas suggested that the 51st Avenue alignment be retained due to ADOT's commitment to make the connection from Loop 101 to Loop 202 to the Durango Curve

and to increase interoperability. He referenced a MAG report called “Moving Arizona One, Building a Central Corridor,” which said that we need an average of more than \$25 billion over the next 20 years – an increase of 1.3 cents per one dollar. Mr. Thomas’s time expired. He stated that 70 cents is needed for commuter rail, bus rapid transit, light rail, and a new corridor from Phoenix to Tucson. Mr. Thomas noted that \$2.2 billion will build a regional rail system and the operating funds could come from the funds used to maintain highways. Chair Rogers thanked Mr. Thomas for his comments.

Chair Rogers recognized public comment from David Gironda, from Phoenix, representing himself as a citizen. Mr. Gironda stated that he is engaged in community organizations, including the Phoenix Mountain Preservation Council, which has opposed for years going through the South Mountain Park ridges. He pointed out what the cuts would look like on the illustration he provided to members. Mr. Gironda stated the amount of money it will take to do the cuts and fills on the west end of the park could represent up to half of the \$1.9 billion to \$2.5 billion cost to build the freeway, and these funds could be put into other things, such as transit. He commented that he did not think it was critical to connect the massive population in Maryvale and Avondale, because if you superimpose the map of the freeway system with the map of housing in default, you find these areas are full of empty homes. Mr. Gironda stated that the situation in Maryvale is severe and many stores are ready to close because the people are gone. He noted that the population will not recover for years. Mr. Gironda stated that the projections used were from the 2005 Census and most areas have seen reductions in population and housing growth. Mr. Gironda requested that the TPC make a provision to allow for readdressing this in the future as more data become available. He commented that he did not think that \$2 billion needed to be spent on a freeway intensely opposed by citizens. Chair Rogers thanked Mr. Gironda for his comments.

Chair Rogers recognized public comment from Darius Enos, a member of the Gila River Indian Community, who said that he holds the same position as the previous speakers. He said that whether the freeway is on tribal land or not, it will bring pollution and garbage to the community. He stated that it would be helpful to have a freeway so he could get to Chandler in a short amount of time, but he cannot let this happen to the mountain. Mr. Enos stated that he has ties to the mountain and to the land. He stated that there could be economic development opportunities for the Gila River Indian Community, but he could not agree to the freeway because of his heritage. Mr. Enos expressed his hope that the TPC would understand because the freeway will be in his back yard, in Chandler’s back yard, and in Ahwatukee’s back yard. He stated that it is important to him and to future generations. Chair Rogers thanked Mr. Enos for his comments.

Chair Rogers recognized public comment from Alex Soto, who said he resides in Phoenix but has familial roots in the South Mountain. He expressed his disagreement that a freeway be built on the border of the Gila River Indian Community or on the Gila River Indian Community reservation, as mentioned by a Phoenix City Councilman. Mr. Soto stated that some newspaper articles erroneously called them Gilas, perhaps to dehumanize them. Mr. Soto stated that his grandparents were raised and buried in the area and he felt the proposed freeway was a desecration. He noted that the Gila River Indian Community has passed two resolutions against the freeway and he felt everyone should respect that. Chair Rogers thanked Mr. Soto for his comments.

Chair Rogers recognized public comment from Linda Paloma Allen, District Five, who expressed that she understood the Ahwatukee residents' bitterness toward their homes being razed, but they have only owned their homes for ten to twenty years and the Native Americans have had their lands for hundreds of years. Ms. Allen stated that these are the lands their ancestors loved and they hope their children will have the opportunity to love. She said that they are protecting something that means much more to them. Ms. Allen stated that their responsibility is to protect the lands. She noted that another problem is illegal dumping, and she has not yet heard that an environmental assessment has been done on that. Ms. Allen stated that they said no to the freeway because their lands have been reduced enough already, their river was taken away, and enough is enough. Ms. Allen stated that her grandparents did not endure what they went through so that there would be a freeway through their cemetery. She stated that they do not want growth for the sake of growth. Ms. Allen thought it should be illegal for Sal DiCiccio to benefit financially for a plan he is drafting and promoting. Chair Rogers thanked Ms. Allen for her comments.

Chair Rogers recognized public comment from Vashti Suplee, a member of the Phoenix Mountain Preservation Council and a professional wildlife biologist. She expressed her concern with the corridor is the route through South Mountain Park, which is a legacy of the Valley since the 1920s and is the largest natural area park in the United States. Ms. Suplee stated that there is a lot of history there, where the Civilian Conservation Corps built roads and trails during the Depression. She stated that not many people have been to the area where the freeway is planned, and she noted that the planned elevations are unfortunate for wildlife. Ms. Suplee suggested that there would be a serious discussion of wildlife impacts in the environmental impact statement, and the mitigation costs might negate any cost savings. She encouraged MAG to facilitate more discussion of this route and the benefits and detriments. Ms. Suplee expressed that the discussion on whether the freeway would be on Gila River Indian Community land or South Mountain Park grieved her because they all have sacred traditional values. Chair Rogers thanked Ms. Suplee for her comments.

Chair Rogers recognized public comment from Wes Lines, a resident of Laveen, who said that he was born and raised here and has seen the city grow and grow. He noted that his grandfather bought the land at 51st Avenue and Estrella, where he now resides, in the 1960s. Mr. Lines requested that the South Mountain Freeway be built. He commented that 51st Avenue cannot handle the traffic it currently carries; people use it to drive to Tucson and there are too many trucks and accidents. He also requested that the freeway be built for pollution reasons because the big trucks have to start and stop as they make their way to I-10, which would not happen with Loop 202. He said it would also relieve costs because you would not have to expand Deck Park Tunnel and the Broadway Curve. Mr. Lines stated that the freeway should also connect Laveen to Ahwatukee. He noted that he was chair of the Laveen Planning Committee and the freeway would help with the community college and hospital they are planning and enable them to work and be connected with the Ahwatukee villages. Mr. Lines added that he also served on the South Mountain Community Advisory Team. Chair Rogers thanked Mr. Lines for his comments.

Chair Rogers recognized public comment from Jacob Findlay, a resident of Laveen and member of the Laveen Planning Committee, who expressed that he was absolutely in favor of the South

Mountain Freeway being constructed. He commented that it was unfortunate that it will be reduced in size, but whatever it takes to get it built, he supported. Mr. Findlay expressed his concern for the environmental impact on South Mountain, and said that while it is unfortunate there will be a cut-through, as with anything in life, it must be balanced with reality and the reality is that the freeway is desperately needed. He stated that he moved to this area because the freeway would be built and he knew it may not happen. Mr. Findlay stated that the City of Phoenix is laid out with commercial cores where people can live where they work, and eliminates bedroom communities. He noted that Laveen is a bedroom community. Mr. Findlay stated that in anticipation of commercial construction, he has encouraged other professionals to locate in Laveen, but that happening depends on whether the freeway is built. For that reason, Mr. Findlay requested that the freeway be built as soon as possible, and he will volunteer for construction work on the weekends if that is what it takes. Chair Rogers thanked Mr. Findlay for his comments.

Chair Rogers recognized public comment from Shannon Rivers from the Gila River Indian Community. He stated that no one individual can make decisions; the Council is put in front of us by the people. Mr. Rivers stated that the Salt River and Gila River Indian Community recognize several sacred areas: Red Mountain, Saddleback Mountain, Sandy Mountain, and South Mountain, which has burial sites, archaeological sites, and ancient shrines honored for many centuries. He stated that as a native people, they understand that non native people will take more lands and they struggle with this every day. Mr. Rivers stated that he is co-chair of the Indigenous Peoples Caucus at the United Nations level on the United Nations permanent forum on indigenous issues. He said that part of his job is recognizing the rights of indigenous people, who have suffered atrocities and had their lands and natural resources taken without consideration for their sovereignty or spiritual or religious freedoms. Mr. Rivers stated that they recognize the South Mountain as a sacred area they have used for centuries long before you arrived. He said that some say they bought their lot in 1988, but his ancestors never bought a lot – they have been here since time immemorial. Mr. Rivers said that he does not listen to those who say how long his people have supposed to have been here. Mr. Rivers' time expired and he apologized for going over. He said that people say to expand because it is easier access, but it should be maintained as a sacred site. This is not about easier access, it is about the rights of people. Mr. Rivers stated that there needs to be concern for the animals and the environmental impact. Chair Rogers thanked Mr. Rivers for his comments.

Chair Rogers recognized public comment from Cher Thomas, who spoke in her native language, which translated meant, "I am a person of the Gila River." She stated that she was not a Gila Indian and had never heard of one. Ms. Thomas stated that as different governments debate this or find a solution, it needs to start at a place of respect and the ultimate place of respect is getting the name right. She stated that they are Pima, which means River People, and Maricopa, which means People, of the Gila River Indian Community. Ms. Thomas stated that they come from a place of worship when it comes to this mountain and no amount of money, no amount of talk could make a holy place unholy. She stated that you come from a place of dollars, cents, time and convenience. They come from generations who have looked on these mountains and they reminded them of who they are. Ms. Thomas stated that on the opposite side of the mountain the red lights blink all the time because of convenience; there is a picnic table with gang signs nearby the ancient petroglyphs; and places sacred to them where no one should go unless they are a holy person is next

to an access road. Ms. Thomas stated that she comes as an advocate for peace and discussion, but they will not put up with commands or demands. Chair Rogers thanked Ms. Thomas for her comments.

Chair Rogers recognized public comment from Kermit Raphael, from the Gila River Indian Community, who said that he lives nearby the proposed freeway route. Mr. Raphael expressed his opposition to the freeway because it will be too much chaos and problems for his community. He said that his chief concern is the demolition of a very sacred mountain. Mr. Raphael stated that his maternal grandfather told him stories about the mountain; there is an entity there and disturbing that entity could cause chaos. Mr. Raphael stated that this is his belief and the TPC did not have to believe it, but he requested that they take this into consideration. Chair Rogers thanked Mr. Raphael for his comments.

Chair Rogers recognized public comment from Lori Riddle from the Gila River Indian Community, a single mother, who has been an organizer in the community for more than half her life. Ms. Riddle noted that she was a founder of the Gila River Alliance for a Clean Environment. She expressed her opposition to the freeway because it impedes their cultural sensitivity. Ms. Riddle noted the number of young people who attended the meeting to speak about their cultural heritage to people who do not understand it and call them Gilas, which is disrespectful. She stated that they live in harmony, and even though they experience problems with gangs, drugs and alcohol, they are still a people whose heritage goes back hundreds and thousands of years. Ms. Riddle stated that they honor the land, the mountains, where they pray, fast, prepare and gather strength. She stated that they do not want the mountain blown up for the sake of profit. Ms. Riddle stated that they are willing to talk, but the Community has made the decision not to support the freeway going through. She asked that their voices be heard or they will be back stronger and their numbers will be larger. Chair Rogers thanked Ms. Riddle for her comments.

Chair Rogers recognized public comment from Kevin Jose, who extended a welcome to what was once the land of the Hohokam. Mr. Jose expressed his opposition to this freeway and said that the South Mountain is part of who they are as a people and where the Creator had started. He stated that there are sacred sites there – shrines and remains – and it disturbs them and the peace if it is blown up. Mr. Jose stated that bringing destruction to that area will devour them and bringing that to their community is like sweeping dirt under the rug, which is not right. He stated that no profit can buy land or this culture. This is what makes us strong and binds us together. Mr. Jose stated that it is important they carry on their traditions and their way of life. Disturbing that is breaking them and establishing a freeway there kills them. Mr. Jose stated that many say to put the freeway on the reservation because they have casinos and they do not care, but they as a people have heart and soul and oppose this freeway. Chair Rogers thanked Mr. Jose for his comments.

Chair Rogers recognized public comment from Joseph Morago from the Gila River Indian Community, who said that his family is from District 3. Mr. Morago stated that this freeway proposal has been around since the 1960s. When his mother was at ASU, she was told that Tucson and Phoenix would be connected. Mr. Morago stated that he has been opposed to a freeway coming through his land all of his life. He stated that it will cause illegal dumping and harm to

wildlife and to the environment. Mr. Morago expressed that he understood the concerns of Ahwatukee, Chandler and Phoenix. They see open land and they will not have to disturb their neighborhoods, but his people were here first. He stated that he has lived in Phoenix and grew up in the city. Mr. Morago stated that he goes to South Mountain and sees the City on one side and his Native American heritage on the other. He said that he understood that Phoenix is the fourth largest city in the United States and has traffic concerns, and people need to go from Point A to Point B, but not at the cost of natural resources or their sovereignty. Mr. Morago stated that the Gila River Indian Community Council made a decision to fight this, and as a member, he will oppose this and fight this every step of the way. Mr. Morago stated that he felt the TPC was being culturally insensitive to their needs. He commented that people see the Gila River Indian Community land as open and undeveloped land and see an easy way out, but it is not. Mr. Morago stated that he sees development along Baseline Road, which used to be a two-lane highway, and the West Valley was a farming community. He stated that he will fight this freeway all the way because he did not feel it was right and not the best for the community. Chair Rogers thanked Mr. Morago for his comments.

Chair Rogers asked if there were any final comments from the committee. None were noted.

Chair Rogers stated that there are both opposition and support for this issue and alternatives to the conversation will continue at ADOT and MAG. She said that the comments made at the meeting would be entered into the record, and noted that there are other opportunities where people need to be heard, such as at ADOT and at the MAG Regional Council meeting. Chair Rogers stated that voices are important in this process and she appreciated hearing voices from both sides of the aisle.

Vice Chair Smith stated that as Chair Rogers said, there are emotions on each side of this issue. He remarked that he had been in office only one and one-half years, but has been familiar with the challenge of the South Mountain Freeway for 20 years. Vice Chair Smith added that on many freeway programs, debate continues for decades. He stated that the reality is that we live in the Valley which has grown tremendously and has seen transportation realities change over the years. Vice Chair Smith stated that the Valley has an interstate system that dumps hundreds of thousands of cars into the middle of the city and the alternatives to take care of the traffic are seriously limited. He commented that no solution is perfect, but there is an overriding need to take care of those issues. Vice Chair Smith stated that this region, as home to millions of people, cannot ignore the needs and the health and vitality of the region depends on that. He said that as Chair Rogers said, this is not the last time the South Mountain Freeway will be debated and this is not the last time a final decision will be made, but this freeway has been in the Plan. Vice Chair Smith stated that if MAG had not been going through this process to balance the plan, this freeway would not have been discussed. He stated that the South Mountain Freeway has been in the Plan for a long time and will continue to be debated, but he felt MAG needed to move forward with the Plan and respect the Plan that already has been debated.

Vice Chair Smith moved to recommend approval of a tentative scenario for the MAG Regional Freeway and Highway Program to balance the Proposition 400 Regional Freeway and Highway Program and to incorporate it into the Regional Transportation Plan 2010 Update and the FY 2011-

2015 MAG Transportation Improvement Program, with the understanding that due to the present cost and revenue uncertainties that this represents a placeholder and the program will be reevaluated in 18 months.

Mr. Kane, upon seconding the motion, stated that he served as a member of Peripheral B Planning Area approximately 26 or 27 years ago, before the areas south of South Mountain were fully developed and shortly after Phoenix adopted the Village Plan. He noted that they realized that the Villages did not work independently in terms of transportation. Mr. Kane stated that he continues to believe that the South Mountain Loop needs to be approved with great environmental sensitivity and with an eye to limiting its impacts further, and with respect to the Gila River Indian Community from a design perspective. He remarked that this will be an ongoing debate for years ahead and hopefully be approached from a creative perspective. Mr. Kane explained that he seconded the motion because the job of the TPC is to balance the Plan that they achieved with a great amount of work. He further said that it was his belief the motion preserves the set priorities that caused them all to become regionalists and deals with the dynamics of the economics and function of the RTP.

Chair Rogers asked if there was discussion of the motion.

Councilwoman Neely thanked everyone who came out to the meeting. She indicated that she would add a little history for the record. Councilwoman Neely stated that the current proposed alignment on Pecos Road around the South Mountain, and the north alignment of 55th Avenue/59th Avenue, was approved by the State Transportation Board in 1988, and has been basis for the standards and decisions for the past 21 years. Councilwoman Neely stated that the ultimate decision rests with ADOT and FHWA through the environmental impact statement (EIS). She expressed that she wanted it to be clear, the action is to move our financial plan forward. Councilwoman Neely stated that a lot of testimony was heard tonight, but the EIS needs to be completed for final siting of this roadway. She stated that there are other places for folks to comment on the South Mountain EIS, but what the TPC and the Regional Council are doing is balancing the Proposition 400 dollars. Councilwoman Neely reminded the speakers that this has been in the making for a long time and their input is also important at those other agencies. She indicated that she would support the motion to balance the budget.

With no further discussion, the vote on the motion passed unanimously.

Chair Rogers thanked everyone for attending the meeting.

7. Legislative Update

No report.

8. Request for Future Agenda Items

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

No requests were noted.

9. Adjournment

There being no further business, the meeting adjourned at 6:00 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 24, 2009

SUBJECT:

Revisions to the Arterial Life Cycle Program Policies and Procedures

SUMMARY:

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

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

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

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

PUBLIC INPUT:

None.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of the proposed changes to Section 350 of the ALCP Policies and Procedures.

PRIOR COMMITTEE ACTIONS:

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

MEMBERS ATTENDING

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

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

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

MEMBERS ATTENDING

- | | |
|---|--|
| Peoria: David Moody | Goodyear: Cato Esquivel |
| ADOT: Steve Hull for Floyd Roehrich | Guadalupe: Gino Turrubiarres |
| # Avondale: David Fitzhugh | * Litchfield Park: Woody Scoutten for Mike Cartsonis |
| Buckeye: Scott Lowe | Maricopa County: John Hauskins |
| Chandler: Dan Cook for Patrice Kraus | Mesa: Brent Stoddard for Scott Butler |
| El Mirage: Pat Dennis for Lance Calvert | Paradise Valley: Bill Mead |
| Fountain Hills: Randy Harrel | Phoenix: Ed Zuercher |
| * Gila Bend: Rick Buss | Queen Creek: Wendy Kaserman |
| Gila River Indian Community: Sreedevi Samudrala for Doug Torres | RPTA: Bryan Jungwirth |
| Gilbert: Michelle Gramley for Tami Ryall | Scottsdale: Dave Meinhart |
| Glendale: Bob Darr for Terry Johnson | Surprise: Bob Maki |

Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry

Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Darryl Crossman
- * ITS Committee: John Abraham
- Bicycle/Pedestrian Committee: Peggy Rubach

- * Transportation Safety Committee: Kerry Wilcoxon

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

CONTACT PERSON:

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

November 24, 2009

TO: Members of the MAG Transportation Policy Committee

FROM: Christina Hopes, Transportation Planner II

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM POLICY AND PROCEDURE OPTIONS

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

BACKGROUND

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

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

REALLOCATION OF PROJECT SAVINGS

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

CURRENT POLICY

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

1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,
 - a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.
 2. If applicable, right-of-way, or other capital assets acquired with ALCP funds not used in the ALCP Project are disposed of at market rates and the funds returned to the ALCP.
- B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds. Project Savings may be reallocated:
1. To another ALCP Project or Projects, in the jurisdiction to address a budget shortfall, not to exceed 70 percent of the actual total Project costs.
 2. To advance a portion or entire existing ALCP Project or Projects in the jurisdiction up to the amount of available Project Savings.
 3. If there are ALCP Project Savings that are not reallocated and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.

POLICY RECOMMENDATION

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

USE OF SURPLUS OR DEFICIT PROGRAM FUNDS

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

CURRENT POLICY

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

POLICY RECOMMENDATION

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

RARF CLOSEOUT

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

CURRENT POLICY

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

POLICY RECOMMENDATION

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

DATA ISSUES

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

CURRENT POLICY

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

POLICY RECOMMENDATION

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

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

Additional text has been **bolded** and underlined

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

SECTION 350: REALLOCATION OF PROJECT SAVINGS

- A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:
1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,
 - a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.
 2. If applicable, right-of-way, or other capital assets acquired with ALCP funds not used in the ALCP Project is disposed of at market rates and the funds returned to the ALCP.
 3. **The project segment has been reimbursed or the Final PRR documenting all project costs has been accepted by MAG.**
- B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to another ALCP Project **in that jurisdiction** depending on the availability of Program funds. **Project savings may be applied:**
1. To another ALCP Project or Projects, ~~in the jurisdiction~~ to address a budget shortfall, not to exceed 70% of the actual total Project costs.
 2. To advance a portion or entire existing ALCP Project or Projects **in the jurisdiction** up to the amount of available Project Savings.
- C. If there are ALCP Project Savings that are not reallocated **to another project or project segment currently programmed in the ALCP** and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.
- D. **Project savings may be reallocated after the completion of an ALCP Project segment.**
1. **For project savings from completed ALCP project segments contained and administered wholly within one jurisdiction.**
 - a. **The Lead Agency responsible for the project segment may reallocate the project savings to another project currently programmed in the ALCP.**
 2. **When project savings occurs on a completed ALCP project segment located in multiple jurisdictions:**
 - a. **The project savings must be reallocated to another project segment located on the same corridor unless:**
 - i. **All project segments located on the corridor are completed. If all project segments pertaining to a corridor currently programmed in the ALCP are complete, then the Lead**

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

- b. An exception to 350.C.2.a may be granted by MAG to a Lead Agency requesting the reallocation of project savings to another corridor prior to the completion of the original corridor where the funds were programmed for reimbursement if the Lead Agency obtains consensus from the partnering agencies from each project segment on the corridor.**
- i. The Lead Agency must submit a formal request in writing requesting the exception and documenting the requested reallocation of project savings. The written request must include the signed endorsement of a designated signer from each partnering agency before the reallocation will be programmed in the ALCP.**

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 24, 2009

SUBJECT:

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

SUMMARY:

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

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

The Transportation Review Committee (TRC) and the Management Committee recommended approval of projects on pages 1-2 of the attachment. The projects on pages 3-4 of the attachments titled New Requests, are provided for the first time at the Transportation Policy Committee.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: On November 18, 2009, the MAG Management Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

- Mark Pentz, Chandler, Chair
- Carl Swenson, Peoria, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- David Johnson for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Shaunna Williams for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Tami Ryall for George Pettit, Gilbert
- Cathy Gorham for Ed Beasley, Glendale

- Mark Gaillard for John Fischbach, Goodyear
- Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Jack Friedline, for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- David Cavazos, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dave Richert, Scottsdale
- Michael Celaya for Randy Oliver, Surprise
- Charlie Meyer, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- # Gary Edwards, Wickenburg
- * Lloyce Robinson, Youngtown
- Steve Hull for John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa Co.
- David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

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

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Steve Hull for Floyd Roehrich
- # Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Pat Dennis for Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Bob Darr for Terry Johnson
- Goodyear: Cato Esquivel
- Guadalupe: Gino Turrubiarres

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

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Darryl Crossman
- * ITS Committee: John Abraham

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

* Members neither present nor represented by proxy.

Attended by Audioconference

+ Attended by Videoconference

CONTACT PERSON:

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

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

MAG Transportation Policy Committee December 2009

HIGHWAY PROJECTS

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Finding of Conformity
DOT08-839	ADOT	SR143/Sky Harbor Blvd TI	Traffic interchange improvements	2010	1.82	ARRA/STP/RARF		\$ 2,360,000	\$30,873,820	\$ 1,866,180	\$35,100,000	Admin Mod: Change funding sources to a mix of ARRA, STP, and RARF. Dependent on approval of ARRA Highway agenda item.	
DOT09-6COOR	ADOT	US 60: SR303L to 99th Ave	10 Miles widening	2010	10	ARRA		\$21,500,000			\$21,500,000	Admin Mod: Lower project costs from \$45 Million to \$21.5 million	
DOT09-905	ADOT	101 (Agua Fria Fwy) / 99th Ave : I-10 to Van Buren St	Utilities & R/W	2010	1.0	RARF				\$ 2,300,000	\$ 2,300,000	Admin Mod: Increase budget by \$1,300,000.	
DOT09-964	ADOT	10: Loop 101 (Agua Fria Fwy) to I-17	Utility Relocation	2010	9.0	IM			\$ 4,702,000	\$ 8,998,000	\$13,700,000	Admin Mod: Decrease budget by \$1,300,000.	
DOT10-6C32	ADOT	SR 74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 13-15	Construct Passing Lanes	2010	2	ARRA		\$ 3,200,000			\$ 3,200,000	Admin Mod: Change type of funds from State to ARRA	
DOT10-813	ADOT	101 (Agua Fria Fwy): 51st to 35th Ave (EB)	Construct Auxiliary lane	2010	2.0	ARRA		\$ 3,000,000			\$ 3,000,000	Amend: New Project.	Dependent on New Finding of Conformity
DOT10-814	ADOT	I-10 at Avondale Blvd	TI improvement construction project	2010	0.5	IM	\$ 114,000		\$ 1,886,000		\$ 2,000,000	Amend: New project	Dependent on New Finding of Conformity
DOT10-815	ADOT	Loop 101 at Olive	TI improvement construction project	2010	0.3	ARRA		\$ 3,000,000			\$ 3,000,000	Amend: New project	Dependent on New Finding of Conformity
DOT10-816	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	2010	2.3	ARRA		\$ 1,500,000			\$ 1,500,000	Amend: New project	Dependent on New Finding of Conformity
DOT10-828	ADOT	SR 87: Four Peaks - Dos S Ranch Rd.	Construct Roadway improvements	2010	5.4	ARRA		\$21,000,000			\$21,000,000	Admin Mod: Change type of funds from RARF to ARRA	
DOT08-828	ADOT	SR87: MP 211.8 - MP 213.0	Repair cut slopes for erosion control	2010	1.2	ARRA		\$ 2,000,000			\$ 2,000,000	Admin Mod: Change type of funds from RARF to ARRA	
DOT12-841	ADOT	Loop 101: Northern to Grand SB	Construct Auxiliary lane - 3 miles	2010	2.5	ARRA		\$ 3,000,000			\$ 3,000,000	Admin Mod: Advance project from 2012 to 2010	Dependent on New Finding of Conformity
FTH09-602	Fountain Hills	Fountain Hills Blvd: Fayette Dr to Fountain Hills Middle School	Design and construct 8 foot wide detached sidewalks	2010	0.8	CMAQ	\$ 151,800		\$ 354,200		\$ 506,000	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	New Finding of Conformity
MMA10-009CZ	Maricopa County	Northern Parkway: Sarival to Dysart	Construct roadway widening	2011	4.1	STP-MAG	\$ 4,570,626		\$10,664,795	\$ -	\$15,235,421	Admin Mod: Project deferred from 2010 to 2011.	Dependent on New Finding of Conformity
MMA10-801	Maricopa County	El Mirage Rd: Bell Rd to Deer Valley Dr	Construct roadway widening	2010	3	STP-MAG	\$13,253,312		\$ 6,633,599	\$ -	\$19,886,911	Amend: Combined two projects: El Mirage Rd from Bell Rd to South of Beardsley and El Mirage Rd from South of Beardsley to Deer Valley Drive	Dependent on New Finding of Conformity
	Maricopa County	El Mirage Rd: Bell Rd to South of Beardsley Rd	Construct roadway widening	2010	1.75	RARF	\$ -		\$ -	\$ -	\$ -	Amend: Delete Project	Dependent on New Finding of Conformity
MES100-08C	Mesa	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2013	2	RARF	\$ 7,884,743		\$ -	\$ 5,276,712	\$13,161,454	Admin Mod: Construction deferred from FY 2010 to FY 2013.	Dependent on New Finding of Conformity
MES09-806	Mesa	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	2010	2.6	ARRA-TEA	\$ 1,416,754		\$ -	\$ -	\$ 1,416,754	Request to modify project funding to add a second phase to the project with an additional \$666,754 in ARRA-TEA, and to change the project length back to 2.6 miles.	
MES150-10C	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	2012	1	RARF	\$ 8,445,742		\$ -	\$ 4,852,884	\$13,298,626	Admin Mod: Construction deferred from FY 2010 to FY 2012	Dependent on New Finding of Conformity
MES190-09C	Mesa	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2026	2	STP-MAG	\$ 1,681,906		\$ 3,745,362	\$ -	\$ 5,427,268	Admin Mod: Construction deferred from FY 2010 to FY 2026.	Dependent on New Finding of Conformity
PEO09-801	Peoria	Various Locations	Pavement Preservation: Major arterial mill, overlay, and re-striping	2010	4.7	ARRA	\$ 1,701,768	\$ 1,130,050			\$ 2,831,818	Admin Mod: Increase local and total costs by \$1,435,548.	
SCT100-06C	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Hayden Rd to Scottsdale Rd	Construct roadway widening	2009	1	RARF	\$ 303,422		\$ -	\$ 707,985	\$ 1,011,407	Admin Mod: Construction completed in FY 2009. Previously listed as completed in 2008.	Dependent on New Finding of Conformity
SCT10-616	Scottsdale	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart corridor traffic control system	2010	2	CMAQ	\$ 350,000		\$ 350,000		\$ 700,000	Admin Mod: Defer project from 2009 to 2010. Dependent on approval of Closeout item on agenda.	
SCT10-935	Scottsdale	Shea Auxiliary Lane from 90th St to Loop 101	Construct roadway widening	2017	1	RARF	\$ 1,711,941		\$ -	\$ 3,994,529	\$ 5,706,470	Admin Mod: Project deferred from 2010 to 2017.	Dependent on New Finding of Conformity
SCT10-938	Scottsdale	Shea Blvd - 96th St to 144th St ITS Improvements	Construct ITS Improvements	2012	7	RARF	\$ 618,727		\$ -	\$ 1,443,697	\$ 2,062,424	Admin Mod: Project deferred from 2010 to 2012.	Dependent on New Finding of Conformity
SCT220-08AC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2011	1	RARF	\$ 3,845,863		\$ -	\$ 8,925,402	\$12,771,265	Admin Mod: Construction to be completed in FY 2011. Previously listed as completed in 2010.	Dependent on New Finding of Conformity

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

TRANSIT PROJECTS

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
GLN10-807T	Glendale	Regionwide	Operating Assistance	2010	N/A	ARRA	\$ -	\$ 4,610	\$ -	\$ -	\$ 4,610	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
PHX10-804T	Phoenix	Regionwide	Operating Assistance	2010	N/A	ARRA	\$ -	\$ 870,744	\$ -	\$ -	\$ 870,744	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
SCT10-801T	Scottsdale	Regionwide	Operating Assistance	2010	N/A	ARRA	\$ -	\$ 20,442	\$ -	\$ -	\$ 20,442	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
TMP10-801T	Tempe	Regionwide	Operating Assistance	2010	N/A	ARRA	\$ -	\$ 330,976	\$ -	\$ -	\$ 330,976	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
VMT10-801T	RPTA	Regionwide	Operating Assistance	2010	N/A	ARRA	\$ -	\$ 300,709	\$ -	\$ -	\$ 300,709	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
VMR10-801T	Metro	Regionwide	Operating Assistance	2010	N/A	ARRA	\$ -	\$ 222,519	\$ -	\$ -	\$ 222,519	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
GLN10-808T	Glendale	Regionwide	ADA Complimentary Paratr	2010	N/A	ARRA	\$ -	\$ 70,264	\$ -	\$ -	\$ 70,264	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
PEO10-803T	Peoria	Regionwide	ADA Complimentary Paratr	2010	N/A	ARRA	\$ -	\$ 671	\$ -	\$ -	\$ 671	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01

TRANSIT PROJECTS

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	A.L.I.
PHX10-805T	Phoenix	Regionwide	ADA Complimentary Paratr	2010	N/A	ARRA	\$ -	\$ 971,954	\$ -	\$ -	\$ 971,954	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
VMT10-802T	RPTA	Regionwide	ADA Complimentary Paratr	2010	N/A	ARRA	\$ -	\$ 34,211	\$ -	\$ -	\$ 34,211	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01
VMT10-803T	RPTA	Regionwide	ADA Complimentary Paratr	2010	N/A	ARRA	\$ -	\$ 672,900	\$ -	\$ -	\$ 672,900	Amend: New Project - Reallocation expected ARRA savings from Arizona Avenue BRT project. Dependent on approval of ARRA Transit item on agenda.	30.09.01

Project Status Report
Transportation Projects – MAG Region November 24 2009
American Recovery & Reinvestment Act (ARRA) Funding

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

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

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

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Local Sponsored Project Details	p. 12 – 15
Highway Projects – ADOT Allocation Update	p. 16 – 18

Project Status Report

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

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

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

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

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete or have estimated completion dates. Or other notes may be provided regarding status with FHWA or FTA. Check mark indicates that work is completed.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project.
- Bid Opened - The project has received bids and the bids have been opened.
- Award Date - The date the project is awarded to contractor.
- Estimated Completion - The contractor has estimated that construction will be completed by this date.

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

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

Project Information				Project Funding			Project Development Status†							Comments		
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Bid Opened	Award Date		Estimated Complete	
State Sponsored Projects - Roadways																
DOT09-815	DOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	ARRA	\$26,272.0	\$26,272.0	\$26,271.6	05/27/09	✓	✓	✓	✓	7/17/09		Admin Mod: Change project costs from \$28.2M to \$26.3M.	
DOT09-818	DOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	ARRA	\$13,314.1	\$13,314.1	\$13,314.1	05/27/09	✓	✓	✓	✓	6/19/09		Admin Mod: Change project costs from \$13.4M to \$13.3M	
DOT09-6C00R	DOT	US 60: SR 303L - 99th Ave	Road Widening	ARRA	\$22,275.7	\$22,299.9	\$22,299.9	03/25/09	✓	✓	✓	10/23/09	11/20/09		Admin Mod: Change project costs from \$45.0M to \$22.3M	
DOT07-323	DOT	99th Ave from I-10 to MC-85	Road Widening	STP-AZ & ARRA	\$3,152.9	\$3,753.9		04/22/09	✓	✓					\$2.5 million in ARRA-Highway, and \$652,890 in ARRA-MPO/Local.	
DOT09-801	DOT	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transportation Landscaping Enhancement	ARRA	\$207.3	\$207.3	\$207.3	04/22/09	✓	✓	✓	10/23/09	11/20/09		Admin Mod: Change project costs from \$300k to \$207k	
DOT07-332	DOT	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	\$7,647.2	\$7,647.2	\$7,647.2	03/25/09	✓	✓	✓	✓	8/14/09		Admin Mod: Change project costs from \$11.2 mill to \$7.6M.	
DOT06-613	DOT	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	ARRA	\$11,042.3	\$11,042.3	\$11,042.3	05/27/09	✓	✓	✓	8/21/09	9/18/09		Admin Mod: Change project costs from \$18.6 mill to \$11.0M - pending contract award	
DOT12-840	DOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	ARRA, STP MAG & Local	\$9,100.0	\$27,564.4	\$5,667.4	04/22/09	✓	✓	✓	9/25/09	10/16/09			
DOT08-673	DOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	ARRA	\$3,900.0	\$3,900.0	\$2,324.6	05/27/09	✓	✓	✓	9/25/09	10/16/09			
					\$96,911.5	\$116,001.2	\$88,774.4									

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

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

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

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Local Projects - Roadway															
ME509-804	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	\$2,333.3	\$2,333.3		5/27/09	12/4/09	✓	12/21/09				
ME509-805	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	\$3,310.6	\$3,310.6		5/27/09	12/4/09	✓	12/21/09				
PVY09-801	PVY	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	\$823.2	\$823.8		4/22/09	11/30/09	11/30/09	1/7/10				District needs a copy of plans. Under C&S Review 6/19/09. Don is going to drive area to verify plans - old project.
PEO100-07AC1	PEO	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	ARRA, STP-MAG & Local	\$2,850.4	\$11,489.7		4/22/09	✓	✓	✓	11/19/09	12/18/09		Pending Advertisement Date: October 23, 2009
PEO09-801	PEO	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	\$1,130.1	\$1,396.3		6/24/09	11/30/09	✓	12/21/09				City hopes to have ARRA funds left over from Beardsley Rd to cover (\$1,389,351)
PHX07-316	PHX	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	\$1,000.0	\$2,256.0		4/22/09	✓	✓	✓				Advertised - 3 low bids rejected. FHWA would like to review. Low bid \$750K
PHX09-801	PHX	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,136.2	\$7,136.2		4/22/09	12/15/09	✓	12/4/09				
PHX09-802	PHX	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0		4/22/09	12/15/09	✓	12/4/09				
PHX09-803	PHX	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0		4/22/09	12/15/09	✓	12/4/09				95% Plans turned into ADOT
PHX09-804	PHX	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0		4/22/09	12/15/09	✓	12/14/09				95% Plans turned into ADOT
PHX09-805	PHX	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0		4/22/09	12/15/09	✓	12/14/09				95% Plans turned into ADOT
PHX09-806	PHX	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	ARRA	\$2,250.0	\$2,250.0		4/22/09	12/15/09	✓	12/11/09				95% Plans turned into ADOT
PHX09-807	PHX	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	ARRA	\$1,250.0	\$1,250.0		4/22/09	12/15/09	✓	12/11/09				95% Plans turned into ADOT
PHX09-808	PHX	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	\$3,000.0	\$3,000.0		4/22/09	12/15/09	✓	12/18/09				PB need to verify if non-standard signs
PHX09-809	PHX	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	\$1,500.0	\$1,500.0		4/22/09	12/15/09	✓	12/18/09				PS&E package at ADOT awaiting approval.
PHX09-810	PHX	Citywide Corridors	Design & Procure/Install CCTV	ARRA	\$1,000.0	\$1,000.0		4/22/09	12/15/09	✓	12/18/09				PS&E package at ADOT awaiting approval.

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

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Local Projects - Transit Projects														
AVN09-804T	AVN	Citywide	Purchase 2 replacement dial-a-ride vehicles	\$126.0	\$126.0		6/24/09							
GDY05-202T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	\$352.2	\$1,847.1		6/24/09	✓	✓	✓			Mar-10	Grants have been submitted to FTA
GDY06-204T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 - Litchfield)	\$2,036.2	\$4,193.8		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Contract for construction is expected to be signed in December 2009.
GDY08-800T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land- regional park and ride	\$186.5	\$977.6		6/24/09	✓	✓	✓			Mar-10	Grants have been submitted to FTA
MES08-801T	MES	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	\$517.8	\$1,800.0		9/30/09							Admin Mod: Modify project costs to lower amount and change funding type to ARRA-Transit and 5309.
MES10-801T	MES	US60/Country Club	Park-and-Ride design	\$367.5	\$367.5		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-802T	MES	US60/Country Club	Park-and-Ride land acquisition	\$3,238.3	\$3,238.3		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-803T	MES	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	\$765.0	\$765.0		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-804T	MES	Gilbert/McDowell	Design regional park-and-ride	\$765.0	\$765.0		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-805T	MES	Gilbert/McDowell	Construct regional park-and-ride	\$517.8	\$2,289.0		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-809T	MES	Country Club/US 60	Park-and-Ride construction	\$3,228.8	\$3,228.8		3/25/09	✓	✓					Admin Mod: Modify project costs to lower amount.
PHX08-704T	PHX	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	\$1,100.0	\$1,100.0		5/27/09		✓	✓			Jun-12	The RFP for design is currently on the street. A pre-submittal meeting was held with potential consultants on November 16, 2009.
PHX08-705T	PHX	I-17/Happy Valley	Happy Valley/I-17 Park and Ride -construct	\$5,500.0	\$5,500.0		3/25/09	✓	✓	✓			Dec-10	The project is currently out to bid for construction. Construction is scheduled to begin in February 2010.
PHX09-611T	PHX	Regionwide	Preventive Maintenance	\$5,400.0	\$11,964.0		3/25/09	✓	✓	✓			Jun-10	Ongoing
PHX09-837T	PHX	Bell Rd/5R-51	Bus access crossover	\$640.1	\$640.1		3/25/09	✓	✓	✓			Jul-10	The RFP for design is currently on the street. A pre-submittal meeting was held with potential consultants on November 30, 2009.
PHX09-838T	PHX	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	\$3,000.0	\$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	The project is currently out to bid for construction. Construction is scheduled to begin in January 2010.

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

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

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

Project Information				Project Funding			Project Development Status†						Comments	
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date		Estimated Complete
Local Projects - Transportation Enhancements														
CHN09-805	CHN	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	\$750,000	\$1,161,610		5/27/09	✓	✓	✓				
GLB04-303R	GLB	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	\$270,000	\$680,000		5/27/09	✓	✓	✓				
GLB08-801	GLB	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	\$578,670	\$578,670		5/27/09	✓	✓	✓				
GLN08-611	GLN	Old Roma Alley	Design and construct pedestrian enhancements and landscape	\$732,562	\$732,562		5/27/09	✓	✓	✓				
MMA09-725	MMA	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	\$750,000	\$1,117,817	\$561,095	5/27/09	✓	✓	✓	✓	✓	Dec-09	Construction scheduled to begin Oct 5, 09.
MES09-806	MES	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	\$750,000	\$1,509,375		6/24/09	✓	✓	✓				
SCT09-703	SCT	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	\$1,632.3	\$3,117.3		5/27/09	✓	✓	✓				
SCT09-801	SCT	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	\$600,000	\$625,402		5/27/09	✓	✓	✓				
TMP09-704	TMP	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	\$750,000	\$1,400,000		5/27/09	✓	✓	✓				Bid documents being prepared.
				\$5,181,232	\$7,805,436									

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

LOCAL SPONSORED PROJECT OVERVIEW

MAG was notified by ADOT on March 16, 2009 that the MAG region will receive \$104,578,340 of American Recovery and Reinvestment Act (ARRA) funds. These funds are known as the sub-allocated ARRA transportation funds. On March 23, 2009 Regional Council approved the policy direction for the sub-allocated ARRA funds of: a Minimum Agency Allocation of \$500,000 plus population in accordance with the following:

1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects.
2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and or Regional Transportation Plan as appropriate.
3. Have MAG conduct the air quality consultation/conformity if necessary.
4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

Jurisdiction	Minimum Agency Allocation of \$500K Plus Population
Apache Junction (a)	\$ 1,348,343
Avondale	\$ 2,214,899
Buckeye	\$ 1,621,878
Carefree	\$ 588,340
Cave Creek	\$ 614,813
Chandler	\$ 5,967,599
El Mirage	\$ 1,252,805
Fort McDowell	\$ 518,436
Fountain Hills	\$ 1,081,614
Gila Bend	\$ 542,497
Gila River (b)	\$ 561,349
Gilbert	\$ 5,306,313
Glendale	\$ 6,058,413
Goodyear	\$ 1,829,797
Guadalupe	\$ 634,022
Litchfield Park	\$ 613,958
Mesa	\$ 10,784,779
Paradise Valley	\$ 823,174
Peoria (b)	\$ 3,980,451
Phoenix	\$ 35,436,181
Queen Creek (a)	\$ 1,033,098
Salt River	\$ 653,910
Scottsdale	\$ 5,921,966
Surprise	\$ 2,933,374
Tempe	\$ 4,362,619
Tolleson	652,890
Wickenburg	\$ 644,140
Youngtown	\$ 645,926
Maricopa County (c)	\$ 5,950,757
Total	\$ 104,578,340

**LOCAL SPONSORED PROJECT DETAILS
NOVEMBER 24 2009**

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

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

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

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

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

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

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

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

**LOCAL SPONSORED PROJECT DETAILS
NOVEMBER 24 2009**

FT. MCDOWELL YAVAPAI NATION		
TIP #	Project Description	Federal Cost - ARRA
Ft. McDowell Yavapai Nation will be doing a joint project with Maricopa County. \$518,436 of Maricopa County's project is for paving and rehab of roads in the Ft. McDowell community.		

GILA BEND		
TIP #	Project Description	Federal Cost - ARRA
GBD09-801	Design and Construct Signage Improvements	\$ 33,000
GBD09-802	Design and Construct Pedestrian and Landscape Improvements	\$ 339,497
GBD09-803	Design and Construct Carpool and Transit Park & Ride Lot	\$ 170,000
TOTAL		\$ 542,497

GILA RIVER INDIAN COMMUNITY		
TIP #	Project Description	Federal Cost - ARRA
GRC09-801	Pre-Engineer/Design and Construct Pavement Rehab projects	\$ 561,349
TOTAL		\$ 561,349

GILBERT		
TIP #	Project Description	Federal Cost - ARRA
GLB09-801	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	\$ 5,306,313
TOTAL		\$ 5,306,313

GLENDALE		
TIP #	Project Description	Federal Cost - ARRA
GLN09-801	New traffic signal cabinets and controllers	\$ 1,100,000
GLN09-802	Modernize traffic signals	\$ 550,000
GLN09-803	CCTV Camera Installations	\$ 90,000
GLN09-804	Install wireless communication with traffic signals	\$ 230,000
GLN09-805	Install wireless communication with traffic signals	\$ 200,000
GLN09-806	Pre-Engineer/Design and construct pavement overlay	\$ 1,170,000
GLN09-807	Pre-Engineer/Design and construct pavement surface treatment	\$ 510,000
GLN09-808	Install thermoplastic pavement markings	\$ 358,413
GLN08-604	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	\$ 1,850,000
TOTAL		\$ 6,058,413

GOODYEAR		
TIP #	Project Description	Federal Cost - ARRA
GDY09-801	Pre-Engineer/Design and construct mill, patch and replace	\$ 782,415
GDY06-204T	Construct regional park-and-ride (1/10 - Litchfield)	\$ 508,666
GDY08-800T	Acquire land- regional park and ride	\$ 186,500
GDY05-202T	Park and Ride Land Acquisition	\$ 352,216
TOTAL		\$ 1,829,797

GUADALUPE		
TIP #	Project Description	Federal Cost - ARRA
GDL09-801	Design and Mill & Asphalt overlay roadways	\$ 634,022
TOTAL		\$ 634,022

**LOCAL SPONSORED PROJECT DETAILS
NOVEMBER 24 2009**

LITCHFIELD PARK		
TIP #	Project Description	Federal Cost - ARRA
LPK09-801	Pre-Engineer/Design and mill and replace pavement resurfacing/reconstruction	\$ 613,958
TOTAL		\$ 613,958

MARICOPA COUNTY		
TIP #	Project Description	Federal Cost - ARRA
MMA09-801	Pre-Engineer/Design and construct AR Overlay	\$ 6,469,193
TOTAL		\$ 6,469,193

MESA		
TIP #	Project Description	Federal Cost - ARRA
MES09-801R	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	\$ 1,610,892
MES09-802R	Pre-Engineer/Design and construct mill and replace pavement	\$ 970,728
MES09-803	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	\$ 2,559,279
MES09-804	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	\$ 2,333,311
MES09-805	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	\$ 3,310,569
TOTAL		\$ 10,784,779

PARADISE VALLEY		
TIP #	Project Description	Federal Cost - ARRA
PVY09-801	Pre-Engineer/Design and construct pavement resurface projects	\$ 823,174
TOTAL		\$ 823,174

PEORIA		
TIP #	Project Description	Federal Cost - ARRA
PEO100-07AC1	Construct Beardsley Road extension and bridge over New River	\$ 2,850,401
PEO09-801	Pavement Preservation: Major Arterial mill, overlay and re-striping	\$ 1,130,050
TOTAL		\$ 3,980,451

PHOENIX		
TIP #	Project Description	Federal Cost - ARRA
PHX07-316	Design & Construction of Intersection Improvements	\$ 1,000,000
PHX09-801	Design & Construction of Pavement Preservation	\$ 7,136,181
PHX09-802	Design & Construction of Pavement Preservation	\$ 7,150,000
PHX09-803	Design & Construction of Pavement Preservation	\$ 7,150,000
PHX09-804	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	\$ 1,750,000
PHX09-805	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	\$ 1,750,000
PHX09-806	Design & Costruct Bridge Deck Rehabilitations	\$ 2,250,000
PHX09-807	Design & Costruct Bridge Joint Rehabilitations	\$ 1,250,000
PHX09-808	Inventory / Programming & Procure / Install Traffic Control Signs	\$ 3,000,000
PHX09-809	Design & Procure/Install Fiber Optic Backbone System	\$ 1,500,000
PHX09-810	Design &Procure/Install CCTV	\$ 1,000,000
PHX09-811	Design &Procure/Install Wireless Communications	\$ 500,000
TOTAL		\$ 35,436,181

**LOCAL SPONSORED PROJECT DETAILS
NOVEMBER 24 2009**

QUEEN CREEK		
TIP #	Project Description	Federal Cost - ARRA
QNC09-801	Pre-Engineer/Design and construct resurfacing roadway	\$ 227,282
QNC09-802	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	\$ 805,816
TOTAL		\$ 1,033,098

SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY		
TIP #	Project Description	Federal Cost - ARRA
SRP09-801	Design & Construction of Pavement Preservation/Chip-Seal	\$ 653,910
TOTAL		\$ 653,910

SCOTTSDALE		
TIP #	Project Description	Federal Cost - ARRA
SCT09-802	Preliminary engineering, design and construction for Mill & Replace	\$ 4,600,000
SCT09-703	Construct new pedestrian/bicycle bridge and multi-use path	\$ 882,333
SCT12-813	Replace traffic signal controllers and cabinets	\$ 439,633
TOTAL		\$ 5,921,966

SUPRISE		
TIP #	Project Description	Federal Cost - ARRA
SUR09-801	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	\$ 2,933,374
TOTAL		\$ 2,933,374

TEMPE		
TIP #	Project Description	Federal Cost - ARRA
TMP09-801	Construct replacement bridge over the Western Canal	\$ 4,362,619
TOTAL		\$ 4,362,619

TOLLESON		
TIP #	Project Description	Federal Cost - ARRA
DOT07-323	Road Widening	\$ 652,890
TOTAL		\$ 652,890

WICKENBURG		
TIP #	Project Description	Federal Cost - ARRA
WKN09-801	Design and Complete Pavement Mill and Replace	\$ 644,140
TOTAL		\$ 644,140

YOUNGTOWN		
TIP #	Project Description	Federal Cost - ARRA
YTN09-801	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	\$ 645,926
TOTAL		\$ 645,926

American Recovery Investment Act (ARRA) - ADOT Allocation Update

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

Prioritized by Regional Council (R.C) - Currently Funded with ARRA										
R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
									\$129,393.0	
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	\$26,272.0	\$26,271.6	\$0.4	\$103,121.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	\$13,314.1	\$13,314.1	(\$11)	\$89,807.3	Construction started on August 7, 2009
3	#	Yes	SR802: L202 to Ellsworth	Design & ROW		\$20,400.0			\$89,807.3	This project was advanced from Phase III (2016-2020). The 2009 State Budget fix, removed the State STAN funds; this project is currently unfunded. The design component is \$12 million. The completion of the Environmental Assessment is uncertain at this time.
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BiD 10/23/09	\$22,299.9	\$22,299.9	\$0.0	\$67,507.4	The bid is expected to be opened on October 23, 2009.
5	4	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	STB 8/14/09	\$7,647.2	\$7,647.2	(\$7)	\$59,860.2	
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BiD 9/25/09	\$9,100.0	\$5,667.4	\$3,432.6	\$54,192.8	The bid is expected to be opened on September 25, 2009.
7	6	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	BiD 8/21/09	\$11,042.3	\$11,042.3*	\$0.0	\$43,150.6	The bid was opened on August 21, 2009. The lowest bid was \$11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BiD 9/25/09	\$3,900.0	\$2,324.6	\$1,575.4	\$40,826.0	The bid is expected to be opened on September 25, 2009.
#	8	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.		\$3,152.9	\$2,500.0	\$652.9	\$38,326.0	This is a carry-over from Prop. 300. Project ready to Obligate.
ARRA Funds Available as of November 24, 2009 to be programmed:									\$38,326.0	

American Recovery Investment Act (ARRA) - ADOT Allocation Update

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

Projects Recommended to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA										
R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
9	9**	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles		\$3,000.0			\$35,326.0	Project is ready to move forward. This project is requested to be combined with un-prioritized auxiliary lane project, Loop 101: 51st Ave to 27th Ave EB. Conformity would have to be assessed.
10	#	Yes	Loop 101: Olive Avenue	TI Improvements		\$3,000.0			\$32,326.0	This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
11	#	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes		\$3,200.0			\$29,126.0	This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
12	9**	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements		\$1,500.0			\$27,626.0	Final plans due by end of August 2009. Project requested to be funded based on project readiness.
13	#	Yes	Regionwide	Construct Noise Walls		\$15,600.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010. Revised to \$15.6M at the January 2009 Regional Council.
#	9**	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane		\$3,000.0			\$24,626.0	Project is ready to move forward. This project is requested to be combined with auxiliary lane project, Loop 101: Northern to Grand SB. Conformity would have to be assessed.
#	10	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements		\$23,000.0			\$1,626.0	The project is projected to be ready to advertise by November 2009. Recommend as a "catch-all" for all remaining ARRA funds after previous bids are submitted.
#	11	Yes	<u>143 Hohokam: SR 143/Sky Harbor Blvd TI</u>	<u>TI Improvements, Adding Ramps</u>		\$35,100.0			(\$33,474.0)	<u>Scheduled to advertise April 8, 2010. May be ready to obligate by the end of February 2010.</u>

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

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

Backup List of Projects to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA										
R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	SR 87: Gilbert - Shea	Pavement Preservation		\$3,000.0			\$35,326.0	Work currently underway. Can no longer use ARRA funds.
#	#	No	I-8: Gila Bend Rest Area	Pavement Preservation		\$10,000.0			\$25,326.0	
#	#	No	I-8: MP 121 - Rest Area	Pavement Preservation		\$21,000.0			\$4,326.0	
#	#	No	US 60: San Domingo - Whitmann	Pavement Preservation		\$11,000.0			(\$6,674.0)	
#	#	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		\$3,777.0			(\$10,451.0)	
#	#	Yes	Loop 303: Greenway to Mountain View	Construction		\$135,000.0				Conformity would have to be redetermined. This project is being advanced from 2012 to 2010. Will not be ready to obligate.
#	#	No	Loop 202: MP 10 - MP 17	Sign Replacement		\$1,150.0				
#	#	No	SR 51: MP 7 - MP 14	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 112 - MP 129	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 129 - MP 146	Sign Replacement		\$1,500.0				
#	#	No	I-17: MP 194 - MP 201	Sign Replacement		\$1,500.0				
#	#	No	Various Routes	Guard Rails		\$1,800.0				
#	#	No	I-17: 19th Avenue - 16th Street	Pavement Replacement		\$1,500.0				

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 24, 2009

SUBJECT:

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

SUMMARY:

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The ARRA directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. There was \$104.6 million designated to the MAG region for use at the MPO/Local level. The funds were programmed in the Spring and Summer of 2009.

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

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

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

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

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

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

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Steve Hull for Floyd Roehrich
- * Avondale: David Fitzhugh
- Buckeye: Jose Herdia Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- Gila Bend: Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- * Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- Guadalupe: Gino Turrubiarres

- Litchfield Park: Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Brent Stoddard for Scott Butler
- Paradise Valley: Bill Mead
- Phoenix: Ed Zuercher
- Queen Creek: Wendy Kaserman
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Bob Maki
- Tempe: Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Darryl Crossman
- * ITS Committee: John Abraham
- Bicycle/Pedestrian Committee: Peggy Rubach

- * Transportation Safety Committee: Kerry Wilcoxon

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

+ - Attended by Videoconference

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

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Steve Hull for Floyd Roehrich
- # Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Pat Dennis for Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Bob Darr for Terry Johnson
- Goodyear: Cato Esquivel
- Guadalupe: Gino Turrubiarres

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

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- * ITS Committee: John Abraham

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

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

+ Attended by Videoconference

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

November 24, 2009

TO: Members of the MAG Transportation Policy Committee

FROM: Eileen Yazzie, MAG Transportation Programming Manager

SUBJECT: POLICY AND PROGRAMMING OPTIONS FOR UNOBLIGATED ARRA LOCAL FUNDS

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

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

Background

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

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

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

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

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

Technical Programming Issues to be Resolved in the Future

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

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

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 24, 2009

SUBJECT:

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

SUMMARY:

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The ARRA directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. In February 2009, the MAG Regional Council prioritized Highway projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit funds.

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

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

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

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

MEMBERS ATTENDING

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

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

CONTACT PERSON:

Eileen O. Yazzie, (602) 254-6300.

American Recovery Investment Act (ARRA) - Highway Allocation Update

KEY

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

Prioritized by Regional Council (R.C) - Currently Funded with ARRA										
R.C. Priority Order	Recommen- dation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
									\$ 129,393	
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	\$26,272.0	\$26,271.6	\$0.4	\$103,121.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	\$13,314.1	\$13,314.1	(\$11)	\$89,807.3	Construction started on August 7, 2009
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BID 10/23/09	\$45,000.0	\$21,563.6*	\$23,436.4	\$68,243.7	The bid is expected to be opened on October 23, 2009.
5	4	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	STB 8/14/09	\$7,647.2	\$7,647.2	(\$7)	\$60,596.5	
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	\$9,100.0	\$5,667.4	\$3,432.6	\$54,929.1	The bid is expected to be opened on September 25, 2009.
7	6	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	BID 8/21/09	\$11,042.3	\$11,042.3*	\$0.0	\$43,886.8	The bid was opened on August 21, 2009. The lowest bid was \$11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BID 9/25/09	\$3,900.0	\$2,324.6	\$1,575.4	\$41,562.2	The bid is expected to be opened on September 25, 2009.
#	8	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.		\$3,152.9	\$2,500.0	\$652.9	\$39,062.2	This is a carry-over from Prop. 300. Project ready to Obligate.
ARRA Funds Available as of October 27, 2009 to be programmed:									\$39,062.2	

Projects Recommended to be Funded with Available ARRA Funds Based on Project Readiness with ARRA										
R.C. Priority Order	Recommen- dation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
9	9	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles		\$3,000.0			\$36,062.2	This project is on the project change sheet and related to the New Finding of Conformity agenda item.

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

Backup List of Projects to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA										
R.C. Priority Order	Recommendation #	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	I-8: Gila Bend Rest Area	Pavement Preservation		\$10,000.0				
#	#	No	I-8: MP 121 - Rest Area	Pavement Preservation		\$21,000.0				
#	#	No	US 60: San Domingo - Whitmann	Pavement Preservation		\$11,000.0				
#	#	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		\$3,777.0				
#	#	Yes	Loop 303: Greenway to Mountain View	Construction		\$135,000.0				Conformity would have to be assessed. This project is being advanced from 2012 to 2010. Will not be ready to obligate.
#	#	No	Loop 202: MP 10 - MP 17	Sign Replacement		\$1,150.0				
#	#	No	SR 51: MP 7 - MP 14	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 112 - MP 129	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 129 - MP 146	Sign Replacement		\$1,500.0				
#	#	No	I-17: MP 194 - MP 201	Sign Replacement		\$1,500.0				

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 24, 2009

SUBJECT:

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

SUMMARY:

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

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

This agenda item will be heard for the first time at the Transportation Policy Committee.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. This information and discussion are timely since 50 percent of the transit portion of the ARRA funds are required to be obligated within 180 days after the Federal Highway Administration releases their official funding tables. The remaining 50 percent of the transit ARRA funds is required to be obligated by March 2, 2009.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: This amendment request is in accord with MAG guidelines. The federal planning requirements

for the ARRA funds remain. Federal law requires that the financial plan be developed by the Metropolitan Planning Organization (MPO) in cooperation with the state and transit operators. The state and transit operators must provide the MPO with estimates of available federal and state funds.

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.



Board of Directors Information Summary

Agenda Item #3

Date

November 10, 2009

Subject

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

Summary

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

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

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

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

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

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

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

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

Fiscal Impact

None

Considerations

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

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

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

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

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

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

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

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

Operating Assistance

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

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

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

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

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

ADA Operating Assistance

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

Preventive Maintenance

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

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

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

Construction Projects

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

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

Current ARRA Projects

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

TIP Amendment

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

Committee Action Process

VMOCC – September 24 for information

TMC – October 7 for information

Board of Directors – October 22 for information

VMOCC – October 29 approved the recommendation unanimously

TMC – November 4, approved

BFS – November 19 for action

Board of Directors – November 19 for action

Recommendation

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

Contact Person

Paul Hodgins

Capital Programming Manager

602-262-7433

Attachments

Transit Capital Project Proposed Prioritization Guidelines, Unspent ARRA Funds



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

October 13, 2009

TO: Members of the MAG Regional Council

FROM: Councilwoman Peggy Neely, Phoenix, Chair

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

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

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

cc: Transportation Policy Committee
MAG Management Committee
Intergovernmental Representatives



City of Phoenix

To: Dennis Smith
Maricopa Association of Governments

Date: October 19, 2009

From: Peggy Neely, Councilwoman *PJN*
Council District 2

Subject: RECOMMENDATION FOR TRANSPORTATION POLICY COMMITTEE –
BUSINESS REPRESENTATIVE

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

Please advise if additional information is needed.

James M. Cavanaugh
Mayor

November 4, 2009

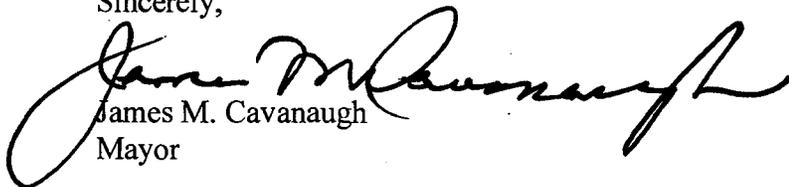
The Honorable Peggy Neely
Councilmember, City of Phoenix
Chair of Regional Planning Agency
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

Dear Councilmember Neely:

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

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

Sincerely,


James M. Cavanaugh
Mayor

Enclosure



David Veillette

President and CEO

Cancer Treatment Centers of America at Western Regional Medical Center

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

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

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

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

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

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