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March 16, 2010

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, March 24, 2010
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

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
March 24, 2010**

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Pledge of Allegiance</u>	
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4. <u>Approval of Consent Agenda</u> Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).	4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. <u>Approval of the January 20, 2010, Meeting Minutes</u>	4A. Review and approval of the January 20, 2010, meeting minutes.
*4B. <u>Project Additions, Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program</u> The FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update were approved	4B. Recommend approval of project additions, amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

by the MAG Regional Council on July 25, 2007. Requests have been received from the Arizona Department of Transportation and the Town of Buckeye to add new highway right-of-way projects and modify project costs and descriptions in the program. The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. The MAG Transportation Review Committee and the MAG Management Committee recommended approval of the additions, amendments and administrative modifications as listed in the attached table. Please refer to the enclosed material.

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

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region is provided. This report covers the status of project development as of February 16, 2010. It reports on highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. An update is also provided on the Jobs for Main Street bill being considered by the U.S. Congress. Please refer to the enclosed material.

4C. Information and discussion.

ITEMS PROPOSED TO BE HEARD

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

Federal transportation planning regulations require that the MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan demonstrate that adequate funding is available to build, operate and maintain transportation projects. The Federal Transit Administration is now requesting MAG to concur with grant requests that involve new or expanded service or new capital fixed assets and to state that sufficient financial resources are available at the regional or local level operate and maintain the assets for

5. Information and discussion.

which the grant is being submitted. For the purchase of new buses to implement new or expanded service, this means that MAG has to state that the transit operator has adequate funds to operate the new or expanded service. MAG staff need to collect and analyze the necessary financial information to make such determinations in the future.

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

6. Regional Transit Framework Study

In cooperation with MAG member agencies, the Regional Public Transportation Authority, (RPTA), and Valley Metro Rail (METRO), MAG has developed a Regional Transit Framework to identify regional transit needs beyond the current Regional Transportation Plan (RTP). The framework provides decision makers with a comprehensive perspective on the costs, schedules, trade-offs, impacts, and policy implications of three distinct transit investment scenarios for year 2030. In addition, the framework defines more conceptual transit needs for year 2050. The MAG Transit Committee, the Transportation Review Committee, and the Management Committee recommended acceptance of the Regional Transit Framework. The study documents are available on the

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

following website: www.bqaz.org. Please refer to the enclosed material.

7. Legislative Update

An update will be provided on legislative issues of interest.

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.

9. Comments from the Committee

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

10. Adjournment

7. Information, discussion, and possible action.

8. Information and discussion.

9. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

January 20, 2010
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- * Mayor Marie Lopez Rogers, Avondale, Chair
 - * Mayor Scott Smith, Mesa, Vice Chair
 - Vice Mayor Ron Aames, Peoria
 - Kent Andrews, Salt River Pima-Maricopa Indian Community
 - * Stephen Beard, HDR Engineering Inc.
 - * Dave Berry, Swift Transportation
 - * Jed Billings, FNF Construction
 - Mayor James Cavanaugh, Goodyear
 - # Mayor Boyd Dunn, Chandler
 - * Mayor Hugh Hallman (Vice Mayor Shana Ellis, in attendance, appointment pending), Tempe
 - * Mark Killian, The Killian Company/Sunny Mesa, Inc.
 - # Mayor Jim Lane, Scottsdale
 - Mayor John Lewis, Gilbert
 - Mayor Jackie Meck, Buckeye
 - Councilwoman Peggy Neely, Phoenix
 - * David Scholl
 - * Mayor Elaine Scruggs, Glendale
 - Mayor Lyn Truitt, Surprise
 - Supervisor Max W. Wilson, Maricopa County
 - Victor Flores, State Transportation Board
 - F. Rockne Arnett, Citizens Transportation Oversight Committee
- * Not present
Participated by telephone conference call
+ Participated by videoconference call

1. Call to Order

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

2. Pledge of Allegiance

Supervisor Wilson led the Pledge of Allegiance. Acting Chair Neely noted that Mayor Boyd Dunn and Mayor Jim Lane were participating in the meeting by telephone.

Acting Chair Neely introduced two new members to the Committee: Councilmember Dick Esser from Cave Creek and Victor Flores from the State Transportation Board. She also introduced Tempe Vice Mayor Shana Ellis, whose appointment to the TPC was on the January 27, 2010,

Regional Council agenda. She noted that Vice Mayor Ellis was joining the TPC meeting to familiarize herself with the TPC.

Acting Chair Neely noted that the January 19, 2010, version of the American Recovery and Reinvestment Act (ARRA) Monthly Status Report (agenda item #4D) was at each place.

3. Call to the Audience

Acting Chair Neely 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.

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

4. Approval of Consent Agenda

Acting Chair Neely 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. Acting Chair Neely asked members if they would like to remove any of the consent agenda items or have a presentation. None were noted. Vice Mayor Aames moved to recommend approval of consent agenda items #4A, #4B, #4C, and #4D. Councilman Esser seconded, and the motion carried unanimously.

4A. Approval of the December 2, 2009, Meeting Minutes

The Transportation Policy Committee, by consent, approved the December 2, 2009, meeting minutes.

4B. Status Report on the Performance Measurement Framework and Congestion Management Update Study

Proposition 400 was passed by Maricopa County voters in November 2004 extending the half cent sales tax through 2025 and establishing legislative statutes that require MAG to develop a multimodal performance monitoring program for the regional transportation system. Beginning in 2010 and every five years thereafter, ARS 28-6313 requires the Auditor General to contract with an independent auditor to conduct a performance audit of the regional transportation plan and projects scheduled for funding during the next five years. The MAG Regional Performance Report completes Phase II of the Performance Measurement Framework and Congestion Management Update Study. A summary of analysis and findings is provided; the final report and interactive website are available at the MAG website. 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. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. ADOT is requesting financial changes to three projects and adding a new pavement preservation project. Additionally, MAG member agencies are requesting changes to project limits related to federal funded projects, and requesting two new projects to be funded with STP-TEA funds; these projects were approved for funding by the ADOT State Board. Tables of proposed amendments and administrative modifications to the FY 2008-2012 TIP and RTP were enclosed. Each of the projects was heard and voted on for approval at its technical advisory committee. On January 13, 2010, the Management Committee recommended approval.

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 details the status of project development. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. The status report update dated January 19, 2010, was provided to committee members at the TPC meeting. This item was on the agenda for information and discussion.

5. ADOT Budget Update

John Fink, Assistant Director and Chief Financial Officer for the Arizona Department of Transportation (ADOT), provided an update on the status of the ADOT budget and revenue collections. He displayed a slide that showed the Highway User Revenue Fund (HURF) collections since 2001. Mr. Fink commented that HURF experienced positive growth until 2007, and it declined 2.8 percent in FY 2008, 7.1 percent in FY 2009, and 7.4 percent in the first six months of FY 2010.

Mr. Fink displayed a chart of the percentage change in the Regional Area Road Fund (RARF) since 2001. He said that as with the HURF, RARF revenues were growing through FY 2007, but beginning in FY 2008, revenue declined 3.2 percent. Mr. Fink advised that RARF revenue was down 13.7 percent in FY 2009 and down 13.6 percent in the first five months of FY 2010.

Mr. Fink stated that the next group of slides showed transportation revenue growth on a 12-month moving average per category. He stated that the gas tax, which is the largest component of HURF, peaked in FY 2007 and revenue is currently at approximately \$455 million, about nine percent below peak. Mr. Fink stated that collections have returned to March 2004 levels, but the good

news is that the gas tax revenue appears to be stabilizing and even improving slightly because collection was 4.8 percent higher in December 2009 than in December 2008.

Mr. Fink stated that the vehicle license tax (VLT) peaked at about \$395 million and is currently at about \$340 million. He commented that the VLT is at September 2005 levels and about 14 percent below peak. Mr. Fink noted that the decline has not stabilized, yet it is not quite as severe.

Mr. Fink stated that retail sales is the largest component of the RARF, and it peaked at about \$188 million. He noted that it is currently at about \$146 million, which is the July 2004 level, down 22 percent from peak. Mr. Fink stated that they are seeing slowing in the rate of decline, but it has not stabilized.

Mr. Fink stated that contracting revenue is at the same level as 1999. He reported that it was about \$74 million at the peak and is now about \$37 million, a decrease of 50 percent from peak.

Mr. Fink displayed a graph prepared by the Governor's Office that highlights the deficit that began in 2008. He stated that even before the State's budget issues, the ADOT budget was impacted by transfers over the past nine years of about \$542 million from HURF and the State Highway Fund to the Department of Public Safety (DPS). Mr. Fink noted that this was \$407 million over the amount allowed by statute in additional transfers. In addition, Mr. Fink stated that transfers to DPS and the State's general fund from the VLT over the past nine years total about \$248 million.

Mr. Fink displayed a chart of the State Highway Fund low cash balance by month from FY 2007 to FY 2010. He explained that since February 2008, at some point, the State Highway Fund ran a negative balance which was to be covered with other funds. Mr. Fink stated that the declines have become fairly dramatic as the impacts from the transfers become known. He pointed out that this chart did not show the number of days each month where the State Highway Fund runs a negative balance. He added that until this fiscal year, there were two to three days per month when this would occur, but over the last several months, the fund has run a negative balance almost every day.

Mr. Fink then showed a chart that illustrated how much the HURF revenue projections have changed. He said that the official projections for FY 2010 through FY 2019, which were done in September 2008, showed a projected revenue of about \$18 billion and a growth rate of about 4.9 percent. Mr. Fink stated that when the projections were revised in September 2009, revenue was forecast at about \$14.5 billion and a 3.6 percent growth rate. Mr. Fink noted that this is a variance of about \$3.6 billion. Mr. Fink also pointed out the distributions of HURF revenue to show the impact to cities, towns, and counties. He remarked that he recommended the revised September 2009 forecast be lowered another \$2.5 million.

Mr. Fink stated that the RARF revenue projection for FY 2010 to FY 2026 that was done in September 2008 forecast revenue of about \$12.1 billion. He said that ADOT developed an interim forecast in January 2009 when they realized the forecast was not achievable and it showed revenue at about \$10.3 billion. Mr. Fink stated that in September 2009, when ADOT developed the official

projections, the revenue forecast was reduced to about \$9.9 billion, a reduction of about \$2.2 billion in one year. He commented that based on how the RARF collections are running, he thought the September 2009 forecast was optimistic.

Mr. Fink stated that ADOT's FY 2007 budget appropriated by the Legislature was about \$391.8 million and the FY 2010 budget had risen to \$426.2 million. He advised that ADOT can only execute a budget to the extent it has cash. He indicated that beginning in 2009, as a result of revenue declines and transfers, the State Highway Fund had only \$360 million and ADOT was compelled to reduce its operating budget by about \$60 million less than appropriated. Mr. Fink stated that the situation was more acute for FY 2010 and ADOT anticipates having only \$320 million, about \$106 million less than appropriated.

Mr. Fink stated that as a result, ADOT has had to resort to a number of activities to address the shortfall, including closing rest areas and motor vehicle division offices. He said they have laid off about 115 employees, which is in addition to the 600 positions that are unfilled out of 4,700 total positions.

Acting Chair Neely thanked Mr. Fink for his report and asked members if they had questions.

Supervisor Wilson asked if any projects had been delayed due to these numbers. Mr. Fink replied that decreases in the operating budget, which he presented, would not delay the construction of projects, but would take money away from maintenance and items to operate the department. He added that projects would be impacted by the capital budget.

Vice Mayor Aames asked how ADOT could continue to operate in the negative. Mr. Fink replied that the State Highway Fund comprises a number of accounts and ADOT can transfer money among the accounts as needed, but it needs to replenish those funds. Vice Mayor Aames asked if funds were moved out when they were ahead. Mr. Fink replied no, ADOT just carried a high balance.

Eric Anderson, MAG Transportation Director, asked Mr. Fink to address the matching of federal funds. Mr. Fink explained that ADOT has to match all federal funds it receives, with the exception of ARRA funds. He noted that the match rate is six percent, which is \$6 per \$100. Mr. Fink continued by saying that when ADOT had high balances, it used state funds for the match on federal aid projects, however, at this point, ADOT cannot use state funds on projects and almost exclusively uses bond funds to provide the match on federal aid projects. He advised that with the transfers and sweeps, ADOT has no additional bonding capacity in the HURF bond program, and he added that ADOT has proceeds that will last until 2012. Mr. Fink reported that his calculations indicate that ADOT has no additional bonding capacity until 2014, which leaves a two year period to have another strategy and they will consult with the State Transportation Board on that.

Mayor Lewis asked the additional impacts MAG needs to be aware of in its decision making in 2010. Mr. Anderson replied that one major concern relative to the ADOT budget is not the matching funds, because the MAG region has the half cent sales tax and earmarked state highway

funds that can be used for that purpose, but the maintenance budget, which has been reduced significantly already and could be reduced more. Mr. Anderson stated that the region is funding litter pickup and landscape maintenance through the half cent sales tax for transportation, which helps ADOT significantly, but there are other maintenance and safety projects that could be delayed. Mr. Anderson commented that he thought maintenance was all right for now, but staff will continue to monitor the situation because they expect fund sweeps to continue. Mr. Fink added that both the Governor's budget recommendation and the Joint Legislative Budget Committee baseline budget released last week continue sweeps and transfers to the same level to 2011.

Acting Chair Neely stated that she has heard there is some rescission of federal dollars and asked Mr. Fink if any of his charts reflected that. Mr. Fink replied that he did not include the rescission information in this presentation, but in summary, in 2009, the federal aid program was reduced by about \$11 billion nationwide due to rescission. Mr. Fink continued by saying that because Congress has not enacted a long-term reauthorization of the federal aid program, but passed a series of continuing resolutions, the 2009 program continued to 2010, which meant that rescissions that occurred in 2009 carried over to 2010. Mr. Fink advised that the federal aid program is supposed to be funded at about a \$40 billion level, but they are funding it at about a \$29 billion level. He stated that Arizona receives about two percent of the nationwide funding, and that \$11 billion reduction translates to a reduction of about \$220 million for Arizona. Mr. Fink explained that ADOT does not receive its full year of federal aid at once – it comes in bits and pieces and ADOT has to match it up with projects. He stated that another impact to ADOT is that a lot of local projects plan to use federal aid at a level that would exceed what was allocated to the entire state, and that creates a need to mix and match to get this to work.

Mr. Anderson commented on rescission, which is part of the budget game played by Congress, who say they will give transportation \$40 billion in addition to a significant amount of money with ARRA, and simultaneously they take back from transportation \$11 billion. Mr. Anderson stated that with continuing resolutions, any rescission amounts continue through the next federal fiscal year. He remarked that many MPOs and DOTs in the country have plans in place for the \$40 billion, but there is really only about \$30 billion available – about 30 percent less than the MPOs and DOTs anticipated. Mr. Anderson cautioned that if Congress does not fix this by the end of February when the continuing resolution runs out, this region could lose a significant amount of funding. He remarked that this is not just a MAG issue, but a national issue, and noted that national organizations such as AASHTO and NARC are monitoring the situation. Mr. Anderson stated that he had hosted a Webinar that morning on this topic. He stated that it will take a big push by our Congressional delegation to get this issue out in front so it can be fixed. Mr. Anderson stated that this also came at the same time as the expiration of SAFETEA-LU in September 2009, and we are now in continuing resolutions, which means that all the provisions are carried forward.

Dennis Smith, MAG Executive Director, stated that this item was presented to show the Committee the grim situation at ADOT. He stated that Mr. Fink has also provided the report to the MAG Management Committee. Mr. Smith stated that the swing component is VLT because it can be moved to other funds in the State, such as DPS, and he noted that about \$800 million have been

lost through transfers from transportation funds. Mr. Smith stated that the 15 percent funds are being used by ADOT to make the checkbook balance. Mr. Smith commented that if the flow of money out of ADOT does not stop, it will be difficult for ADOT to meet the basic transportation needs in the state.

Acting Chair Neely thanked Mr. Fink for his report to the Committee.

6. Unobligated American Recovery and Reinvestment Act Local Funds - Technical Programming Modifications

Eileen Yazzie, MAG Transportation Program Manager, addressed the Committee on recent discussions regarding the anticipated unobligated Local/MPO American Recovery and Reinvestment Act (ARRA) funds. She noted that on December 9, 2009, the MAG Regional Council approved the policy and programming recommendations for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds, due to either projects not obligating or project cost savings. Ms. Yazzie stated that since the approval, the Transportation Review Committee met and recommended further technical modifications to lower the risk of not obligating project savings or not meeting the deadlines.

Ms. Yazzie stated that the Transportation Review Committee made a recommendation and the Management Committee concurred with the recommendation, which was included in the agenda packet. She noted that since the TPC agenda packet was mailed out, MAG staff received a suggestion to add a semicolon following the word 'jurisdiction' in the first sentence for clarification. She displayed the motion onscreen.

Acting Chair Neely thanked Ms. Yazzie for her report. No questions from the Committee were noted.

Vice Mayor Aames moved to recommend approval that the guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds that were approved by the MAG Regional Council on December 9, 2009, be modified in order that the local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project that is above \$200,000 and can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the \$200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation. Supervisor Wilson seconded, and the motion passed unanimously.

7. Proposed Federal Economic Stimulus Legislation

Eric Anderson reported on the potential Stimulus II legislation. He stated that the "Jobs for Main Street" bill was passed by the U. S. House of Representatives in December by a close vote of 217-212. Mr. Anderson noted that it is now on its way to the Senate, where it is speculated that it could face a tough road due to concern in the Senate for the federal deficit. He added that there is a

possibility that the provisions in this bill could be incorporated into the 2010 appropriations bill.

Mr. Anderson stated that the funding levels for this legislation are about the same as the ARRA legislation: approximately \$27.5 billion for highways and streets and about \$8.4 billion for transit. He added that the eligible uses appear to be almost identical to those uses in the ARRA legislation. Mr. Anderson explained that the spending rate in the Jobs for Main Street bill is more onerous than ARRA: it requires 50 percent of the highway funding and 50 percent of the transit funding be under contract in 90 days. Mr. Anderson noted that the ARRA legislation required 50 percent of the ADOT funds be obligated within 120 days and 50 percent of the transit funds must be obligated within 180 days. Mr. Anderson stated that under the 90-day provision, not only does the project have to go to bid, but also it must be awarded and the contract signed. He commented that this is virtually impossible to accomplish in 90 days, unless some of the work has been done beforehand. Mr. Anderson stated that the Jobs bill also continues the provision that ten percent of the transit funds can be used toward operations.

Mr. Anderson stated that the Jobs for Main Street bill is the next bill scheduled to be heard after the health care bill in the Senate. He reported that AASHTO has been hearing there will be less money than in the ARRA legislation, and there has also been a push to do nothing. Mr. Anderson remarked that since this is an election year, there is a lot of political maneuvering going on. Mr. Anderson said that they think that the 90-day provision will stay in the bill because Congress was concerned that the ARRA money was not out the door quickly enough, however, delays are attributable to the federal processes that had to be followed to spend the money.

Mr. Anderson stated that if the numbers in the Jobs bill remain consistent with the ARRA amounts, MAG could be allocated the following amounts: \$130 million in State Highway funds; \$105 million in Local ARRA funds; and \$65 million in Transit funds. He noted that MAG suballocated the Local funds so that each community in the region received some of the money, and 64 projects were processed through the ADOT Local Governments Section.

Mr. Anderson stated that MAG staff have been meeting weekly with ADOT and the Federal Highway Administration on the potential Stimulus II legislation, and they asked MAG to get projects ready to be under contract. He stated that projects have to be fully developed to meet the 90-day deadline, and processes such as environmental work have to be completed already. Mr. Anderson advised that in addition, out of the \$105 million of Local funds, there may be another \$10 million to \$25 million in bid savings that need to be obligated by September 2010 and also more than \$100 million of MAG FY 2010 Congestion Mitigation and Air Quality funds and Surface Transportation Program funds that need to be spent.

Mr. Anderson advised that MAG and ADOT identified two Proposition 400 projects that could be ready to be under contract in 90 days and are being proposed as design-build projects: a project for HOV lanes on the Santan Freeway from I-10 to approximately Gilbert Road, including the ramp connections at I-10 and L101 (\$146 million); and a project for L101 to complete the HOV lanes and other improvements from Tatum Boulevard to the junction with I-10 (\$139.5 million). Mr. Anderson noted that the Loop 101 project has major regional benefit: it would complete the HOV

system and also would correct an interchange problem at I-17. He noted that those both of those systems were designed to be able to build the HOV connections very economically, and that is why those projects are being included.

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

Mr. Anderson noted that action would be subject to the Jobs bill passing and an air quality conformity analysis. He added that if the funding is different in the passed bill, this item would need to come back before the TPC. Mr. Anderson stated that action gives MAG a head start on conducting the 45-day conformity analysis process, which will be critical in meeting the deadlines.

Mayor Cavanaugh stated that MAG recently approval the deferrals of highway projects. He asked which phases included these two projects. Mr. Anderson replied that the Santan project is a Phase II project and the Loop 101 project is a Phase III project in the revised scenario that was approved last year.

Mayor Cavanaugh stated that he understood MAG could derive \$140 million to \$180 million from ARRA and this reduces our commitment. He stated that he would like MAG to apply the savings to projects that were deferred. Mr. Anderson noted that applying funds realized from lower costs or additional resources to the deferred projects was part of the discussion on the revised scenario.

Mayor Cavanaugh complimented staff for being able to identify projects that could be ready to be under contract in 90 days. Mr. Anderson credited ADOT with taking the initiative to move forward with some of the project development work. He stated that the Santan project has been under development for a while, and about one year ago, MAG and ADOT did some work on Loop 101 and the HOV lanes in anticipation that there could be opportunities for additional funds.

Vice Mayor Aames asked for confirmation that this would add an additional lane. Mr. Anderson indicated that was correct.

Mr. Arnett asked about transit projects. Mr. Anderson replied that as long as the funding and structure of the bill remains the same as the ARRA legislation, \$65 million would come to the MAG region for transit. He noted that under the proposed legislation, 50 percent of the funds would need to be under contract in 90 days, however, transit projects do not have a conformity analysis component as do highway projects and therefore, have more time to work out. Mr. Anderson stated that the newly formed MAG Transit Committee will be discussing this at their next meeting.

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

Acting Chair Neely asked if there was discussion.

Mr. Flores asked how the additional \$146 million or \$280 million could affect the \$350 million that MAG might expect. Mr. Anderson replied that the \$280 million for the two projects would be funded partly from the MAG share of Stimulus II funds, which could be \$130 million or perhaps more, and also by a direct allocation in the stimulus program to MPOs, which was \$105 million last year. Mr. Anderson indicated that those two sources would provide about \$235 million and MAG has other funds to make up the difference. He added that if the amount from Stimulus II is less, perhaps only one of the projects would be funded with the stimulus funds. Mr. Anderson commented that MAG needs to be prepared with projects because it is unknown what Congress will do.

Mr. Smith stated that when ISTEA was passed, MAG had a huge funding hole in Proposition 300 and the MAG Regional Council voted to put 50 percent of its local Federal Highway Administration funds into the State Highway System. He commented that instead of losing money, it is better to identify a couple of projects that could use the money. Mr. Smith apologized for this coming up so quickly, however, it was the result of an emergency meeting with Federal Highway Administration informing MAG to be prepared. He stated that there is a 30-day requirement for conformity for public review that needs to be allowed for in the schedule. Mr. Smith stated that the transportation modeling staff and air quality modeling staff are ready, and if everything goes right, the 30-day requirement would just be met; if everything does not go right, the plan is to provide a status report to the Regional Council and to have a special Executive Committee meeting to approve the conformity analysis.

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

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.

Mayor Lewis asked the timeline of the extension of Loop 202 around South Mountain. Mr. Smith stated that the South Mountain Freeway discussions are ongoing and appear to be positive. He stated that MAG is awaiting a letter from the Gila River Indian Community to allow ADOT to

study alternatives on the Reservation. Mr. Smith indicated that if that happens, there would be additional work done on the environmental impact statement and there could be a delay.

Mayor Lewis asked when the Commuter Rail Study would be presented and discussed. Mr. Anderson replied that the Commuter Rail Study is in draft form now and the plan is to take it to the Transit Committee first, probably in March, and then up through the MAG committees for information and discussion. He stated that acceptance of the Study is anticipated for April.

9. Adjournment

There being no further business, Mayor Truitt moved, Vice Mayor Aames seconded, and the meeting adjourned at 5:00 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 16, 2010

SUBJECT:

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

SUMMARY:

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

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

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

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

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

MEMBERS ATTENDING

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

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

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

MEMBERS ATTENDING

- Peoria: Andy Granger for David Moody
- ADOT: Steve Hull for Floyd Roehrich
- Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- # El Mirage: Pat Dennis for Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer for Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- Guadalupe: Gino Turrubiarres
- Litchfield Park: Paul Ward for Woody Scoutten
- Maricopa County: Mike Sabatini for John Hauskins
- Mesa: Jeff Martin for Scott Butler
- Paradise Valley: Bill Mead
- Phoenix: Wylie Bearup for Ed Zuercher
- * Queen Creek: Wendy Kaserman
- RPTA: Bob Antilla for Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Bob Beckley for vacant
- Tempe: Jyme Sue McClaren for Chris Salomone
- Valley Metro Rail: Wulf Grote for John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- Street Committee: Dan Cook
- * ITS Committee: Debbie Albert
- Bicycle/Pedestrian Committee: Peggy Rubach
- * Transportation Safety Committee: Kerry Wilcoxon

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

CONTACT PERSON:

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

**Request for Project Change - 2008-2012 MAG Transportation Improvement Program
MAG Management Committee March 2010**

Highway Projects

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

Project Status Report
Transportation Projects – MAG Region February 16 2010
American Recovery & Reinvestment Act (ARRA) Funding

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

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

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

REPORT COMPONENTS – TABLE OF CONTENTS
Project Status Report

Project Status Report

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

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

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

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

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

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information				Project Funding			Project Development Status†						Comments		
FIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date		Award Date	Estimated Complete
State Sponsored Projects - Roadways															
DOT09-815	010-B(205)	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	ARRA	\$26,272.0	\$26,272.0	\$26,271.6	05/27/09	✓	✓	✓	✓	7/17/09	2/12/2011	Admin Mod: Change project costs from \$28.2M to \$26.3M.
DOT09-818	017-A(207)	I-17: SR74-Anthem Way	Construct General Purpose Lane	ARRA	\$13,314.1	\$13,314.1	\$13,314.1	05/27/09	✓	✓	✓	✓	6/19/09	5/31/2010	Admin Mod: Change project costs from \$13.4M to \$13.3M
DOT09-6C00R	060-B(201)	US 60: SR 303L - 99th Ave	Road Widening	ARRA	\$22,275.7	\$22,299.9	\$22,299.9	03/25/09	✓	✓	✓	✓	11/20/09	12/31/2011	Admin Mod: Change project costs from \$45.0M to \$22.3M
DOT07-323	101-A(203)	99th Ave from I-10 to MC-85	Road Widening	STP-AZ & ARRA	\$3,152.9	\$3,753.9		04/22/09	✓	✓	✓				
DOT09-801	060-B(201)	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transporatation Landscaping Enhancement	ARRA	\$207.3	\$207.3	\$207.3	04/22/09	✓	✓	✓	✓	11/20/09	12/31/2011	Admin Mod: Change project costs from \$300k to \$207k
DOT07-332	060-B(200)	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	\$7,647.2	\$7,647.2	\$7,647.2	03/25/09	✓	✓	✓	✓	8/14/09	10/31/2010	Admin Mod: Change project costs from \$11.2 mill to \$7.6M.
DOT06-613	085-B(200)	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	ARRA	\$11,042.3	\$11,042.3	\$11,042.3	05/27/09	✓	✓	✓	✓	9/18/09	11/26/2010	Admin Mod: Change project costs from \$18.6 mill to \$11.0M - pending contract award
DOT12-840	101-A(204)	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	ARRA, STP MAG & Local	\$9,100.0	\$27,564.4	\$5,667.4	04/22/09	✓	✓	✓	✓	10/16/09	7/31/2011	
DOT08-673	074-A(200)	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	ARRA	\$3,900.0	\$3,900.0	\$2,324.6	05/27/09	✓	✓	✓	✓	10/16/09	09/31/2011	
DOT12-841	101-A(206)	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	ARRA	\$3,000.0	\$3,000.0		09/30/09	✓	✓	✓				
DOT10-815	101-A(201)	Loop 101: Olive Avenue	TI Improvements	ARRA	\$3,000.0	\$3,000.0		09/30/09	✓	✓	✓	✓			
DOT10-6C32	074-A(201)	SR 74: MP 13 - MP 15	Construct Passing Lanes	ARRA	\$3,200.0	\$3,200.0		09/30/09	✓	✓	✓				
DOT10-816	017-A(211)	I-17: I-10 to Indian School	Southbound Roadway Improvements	ARRA	\$1,500.0	\$1,500.0		09/30/09	✓	✓	✓				
DOT10-813	101-A(205)	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	ARRA	\$3,000.0	\$3,000.0		09/30/09	✓	✓	✓				
DOT10-828	087-B(205)A	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	ARRA	\$21,000.0	\$21,000.0		09/30/09	✓	✓	✓				

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information				Project Funding			Project Development Status†						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date		Award Date	Estimated Complete
Local Projects - Roadway															
GBD09-803	GBD-0(203)	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	\$170.0	\$170.0		5/27/09	✓	✓	✓				
GRC09-801	GRI-0(200)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$561.3	\$561.3		4/22/09	✓	✓	✓				
GLB09-801	GIL-0(203)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	\$5,306.3	\$5,306.3		4/22/09	✓	✓	✓				
GLN09-801	GLN-0(219)	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	ARRA	\$1,100.0	\$1,100.0		4/22/09	✓	✓	✓				
GLN09-802	GLN-0(218)	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	\$550.0	\$550.0		4/22/09	✓	✓	✓				
GLN09-803	GLN-0(217)	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	\$90.0	\$90.0		4/22/09	✓	✓	✓				
GLN09-804	GLN-0(215)	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	ARRA	\$230.0	\$230.0		4/22/09	✓	✓	✓				
GLN09-805	GLN-0(216)	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	ARRA	\$200.0	\$200.0		4/22/09	✓	✓	✓				
GLN09-806	GLN-0(211)	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	ARRA	\$1,170.0	\$1,170.0		4/22/09	✓	✓	✓				
GLN09-807	GLN-0(212)	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	ARRA	\$510.0	\$510.0		4/22/09	✓	✓	✓				
GLN09-808	GLN-0(214)	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	\$358.4	\$358.4		4/22/09	✓	✓	✓				
GLN08-604	GLN-0(033)	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	ARRA, CMAQ, & Local	\$1,850.0	\$5,407.4		4/22/09	✓	✓	✓				
GDY09-801	GDY-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	ARRA & Local	\$782.4	\$798.4		4/22/09	✓	✓	✓				
GDL09-801	GUA-0(200)	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	ARRA	\$634.0	\$634.0		4/22/09	✓	✓	✓				
LPK09-801	LPK-0(201)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/reconstruction	ARRA	\$614.0	\$614.0		4/22/09	✓	✓	✓				

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information				Project Funding			Project Development Status†						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date		Award Date	Estimated Complete
Local Projects - Roadway															
MMA09-801	MMA-0(210)	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA & Local	\$6,469.2	\$6,478.1		4/22/09	✓	✓	✓				
MES09-801R	MES-0(209)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	\$1,610.9	\$1,610.9		5/27/09	✓	✓	✓				
MES09-802R	MES-0(210)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	\$970.7	\$970.7		5/27/09	✓	✓	✓				
MES09-803	MES-0(211)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	\$2,559.3	\$2,559.3		5/27/09	✓	✓	✓				
MES09-804	MES-0(212)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	\$2,333.3	\$2,333.3		5/27/09	✓	✓	✓				
MES09-805	MES-0(213)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	\$3,310.6	\$3,310.6		5/27/09	✓	✓	✓				
PVY09-801	PVY-0(202)	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	\$823.2	\$823.8		4/22/09	✓	✓	✓				JPA - Change amendment before tentatively signs. Going to council on 12/17/09. Need an additional \$34,271
PEO100-07AC1	PEO-0(206)	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	ARRA, STP-MAG & Local	\$2,850.4	\$11,489.7	\$5,914.2	4/22/09	✓	✓	✓	10/22/09	12/18/09		
PEO09-801	PEO-0(205)	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	\$1,130.1	\$1,396.3		6/24/09	✓	✓	✓				
PHX07-316	PHX-0(209)	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	\$1,000.0	\$2,256.0	\$661.2	4/22/09	✓	✓	✓	9/29/09	2/1/10		
PHX09-801	PHX-0(237)	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,136.2	\$7,136.2		4/22/09	✓	✓	✓	12/23/09			
PHX09-802	PHX-0(238)	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0		4/22/09	✓	✓	✓	12/23/09			
PHX09-803	PHX-0(239)	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0		4/22/09	✓	✓	✓	12/23/09			
PHX09-804	PHX-0(229)	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0		4/22/09	✓	✓	✓	12/30/09			
PHX09-805	PHX-0(230)	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0		4/22/09	✓	✓	✓	12/30/09			

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information				Project Funding			Project Development Status†						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date		Award Date	Estimated Complete
Local Projects - Roadway															
PHX09-806	PHX-0(231)	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	ARRA	\$2,250.0	\$2,250.0		4/22/09	✓	✓	✓	12/30/09			
PHX09-807	PHX-0(232)	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	ARRA	\$1,250.0	\$1,250.0		4/22/09	✓	✓	✓	12/30/09			
PHX09-808	PHX-0(236)	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	\$3,000.0	\$3,000.0		4/22/09	✓	✓	✓	2/12/09			
PHX09-809	PHX-0(234)	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	\$1,500.0	\$1,500.0		4/22/09	✓	✓	✓	1/29/10			
PHX09-810	PHX-0(233)	Citywide Corridors	Design & Procure/Install CCTV	ARRA	\$1,000.0	\$1,000.0		4/22/09	✓	✓	✓	1/29/10			
PHX09-811	PHX-0(235)	Citywide Corridors	Design & Procure/Install Wireless Communications	ARRA	\$500.0	\$500.0		4/22/09	✓	✓	✓	1/29/10			
QNC09-801	QCR-0(204)	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	ARRA	\$227.3	\$227.3		4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	
QNC09-802	QCR-0(205)	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	ARRA	\$805.8	\$805.8		4/22/09	✓	✓	✓				
SRP09-801	SRI-0(200)	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	\$653.9	\$653.9		5/27/09	✓	✓	✓				
SCT09-802	SCT-0(209)	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	\$4,600.0	\$4,600.0		7/22/09	✓	✓	✓				
SCT12-813	SCT-0(206)	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	\$439.6	\$500.0		4/22/09	✓	✓	✓				
SUR09-801	SUR-0(208)	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	ARRA	\$2,933.4	\$2,933.4		4/22/09	✓	✓	✓				
TMP09-801	TMP-0(211)	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	ARRA, & Local	\$4,362.6	\$6,000.0		4/22/09	✓	✓	✓				
WKN09-801	WBG-0(200)	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	ARRA	\$644.1	\$644.1		4/22/09	✓	✓	✓				
YTN09-801	YTN-0(200)	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	ARRA	\$645.9	\$645.9		4/22/09	✓	✓					Sent to C&N at ADOT.
					\$101,695.7	\$124,995.3									

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

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

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information			Project Funding			Project Development Status†							Comments
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	
Local Projects - Transit Projects													
PHX09-838T	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	\$3,000.0	\$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	The construction team has been selected, the contract will be presented to City Council for approval in January 2010. Construction kick-off meeting was held on January 7.
PHX09-839T	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	\$300.0	\$300.0		3/25/09	NA	✓	✓	✓		Sep-10	Operational review has been completed and we have accepted it. Servers have arrived and are setup, Trapeze has postponed loading the software on the server because there new version of the Bus Stop Manager will be available January 2010
PHX09-840T	Citywide	Bus Stop Improvements	\$4,321.2	\$4,321.2		3/25/09		✓	✓	✓		Dec-11	Contract with Southwest Fabricators has been reviewed with requested changes. Contract has been signed by Southwest Fabricators and we are awaiting their list of sub-contractors and pertinent information. Goal is to have a pre-conference the middle Jan.
PHX10-818T	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	\$5,000.0	\$5,000.0		3/25/09		✓	✓			Jan-11	The programming, schematic and design development phases of the project are complete. A refined cost estimate, draft project schedule and 90% plans have been submitted by the consultant team and are under review by staff.
SCT09-803T	Loop 101/Scottsdale Rd	Park-and-Ride construction	\$5,000.0	\$5,000.0		3/25/09		✓					Receiving FTA guidance on Scottsdale's request to secure a lease for potential site. Environmental documentation underway. Part of second 50%.
TMP09-806T	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	\$6,500.0	\$6,500.0		3/25/09		✓	✓			Mar-11	Negotiating contract for final design and construction drawings.
VMR09-801T	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	\$1,400.0	\$1,400.0		5/27/09		✓	✓	✓		Jun-01	A design-build team has been selected and approved by VMR Board.
VMR09-802T	Regionwide	LRT Park and Ride Shade Canopes	\$2,500.0	\$2,500.0		5/27/09		✓	✓			Dec-09	A design-build team has been selected and approved by VMR Board.
VMT10-807T	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	\$2,500.0	\$2,500.0	\$0.0	3/25/09	✓	✓	✓			Dec-09	Several parcels in Chandler are expected to be acquired in mid-January. Mesa has "Order of Immediate Possession" hearings scheduled for January and February afor all of their parcels.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

Project Information			Project Funding			Project Development Status†							Comments
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	
Local Projects - Transit Projects													
VMT10-807T	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	\$12,500.0	\$12,500.0	\$4,154.3	3/25/09	✓	✓	✓			Jul-10	A notice to proceed is expected to be issued to D.L. Withers Construction in January. The Board is scheduled to award the contract for purchase and installation of 26 fare vending machines at the January 22 meeting. An IGA between RPTA and Metro Rail is being finalized and expected to be executed in January for Metro Rail staff to perform Construction Management Oversight on the project.
			\$67,762.2	\$81,823.3									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
FEBRUARY 16 2010

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 16, 2010

SUBJECT:

Regional Transit Framework Study

SUMMARY:

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

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

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

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

Basic Mobility Scenario

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

Enhanced Mobility Scenario

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

Transit Choice Scenario

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

PUBLIC INPUT:

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

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

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

PRIOR COMMITTEE ACTIONS:

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

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

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

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

MEMBERS ATTENDING

Peoria: Andy Granger for David Moody	Maricopa County: Mike Sabatini for John Hauskins
ADOT: Steve Hull for Floyd Roehrich	Mesa: Jeff Martin for Scott Butler
Avondale: David Fitzhugh	Paradise Valley: Bill Mead
Buckeye: Scott Lowe	Phoenix: Wylie Bearup for Ed Zuercher
Chandler: RJ Zeder for Patrice Kraus	* Queen Creek: Wendy Kaserman
# El Mirage: Pat Dennis for Lance Calvert	RPTA: Bob Antilla for Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart
* Gila Bend: Eric Fitzner for Rick Buss	Surprise: Bob Beckley for vacant
Gila River: Sreedevi Samudrala for Doug Torres	Tempe: Jyme Sue McClaren for Chris Salomone
Gilbert: Michelle Gramley for Tami Ryall	Valley Metro Rail: Wulf Grote for John Farry
Glendale: Terry Johnson	* Wickenburg: Rick Austin
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce Robinson
Guadalupe: Gino Turrubiarres	
Litchfield Park: Paul Ward for Woody Scoutten	

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook	Bicycle/Pedestrian Committee: Peggy Rubach
* ITS Committee: Debbie Albert	* Transportation Safety Committee: Kerry Wilcoxon

* Members neither present nor represented by proxy.

Attended by Audioconference

+ Attended by Videoconference

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

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair

ADOT: Mike Normand

Avondale: Rogene Hill

Buckeye: Andrea Marquez

Chandler: RJ Zeder

El Mirage: Pat Dennis

Gilbert: Tami Ryall

Glendale: Cathy Colbath

Goodyear: Cato Esquivel

Maricopa County: Mitch Wagner

Mesa: Mike James

Paradise Valley: William Mead

Peoria: Maher Hazine

* Queen Creek: Wendy Kaserman

Scottsdale: Theresa Huish

Surprise: Michael Celaya

Tempe: Robert Yabes for Jyme Sue McLaren

Tolleson: Chris Hagen

Valley Metro Rail: Wulf Grote

Regional Public Transportation Authority:

Carol Ketcherside

* Members neither present nor represented by proxy.

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

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

2010 Update Regional Transportation Plan

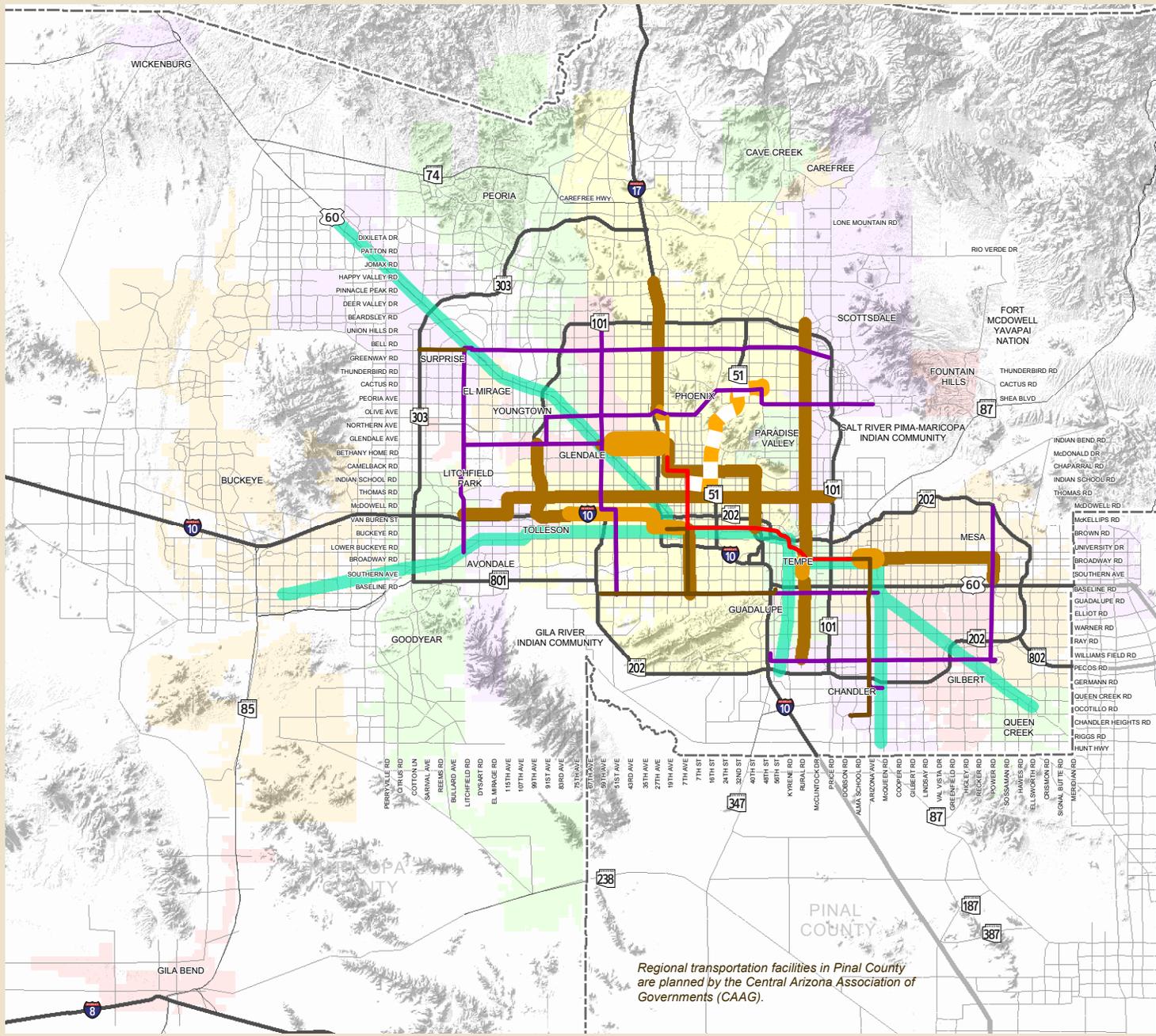


Illustrative Transit Corridors

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

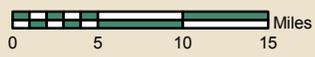
* RTP funding based on estimates of reasonably available revenues (2011-2031)

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



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

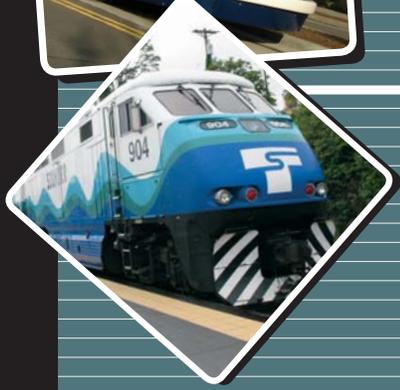
While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.



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

DRAFT

MAG Regional Transit Framework Executive Summary



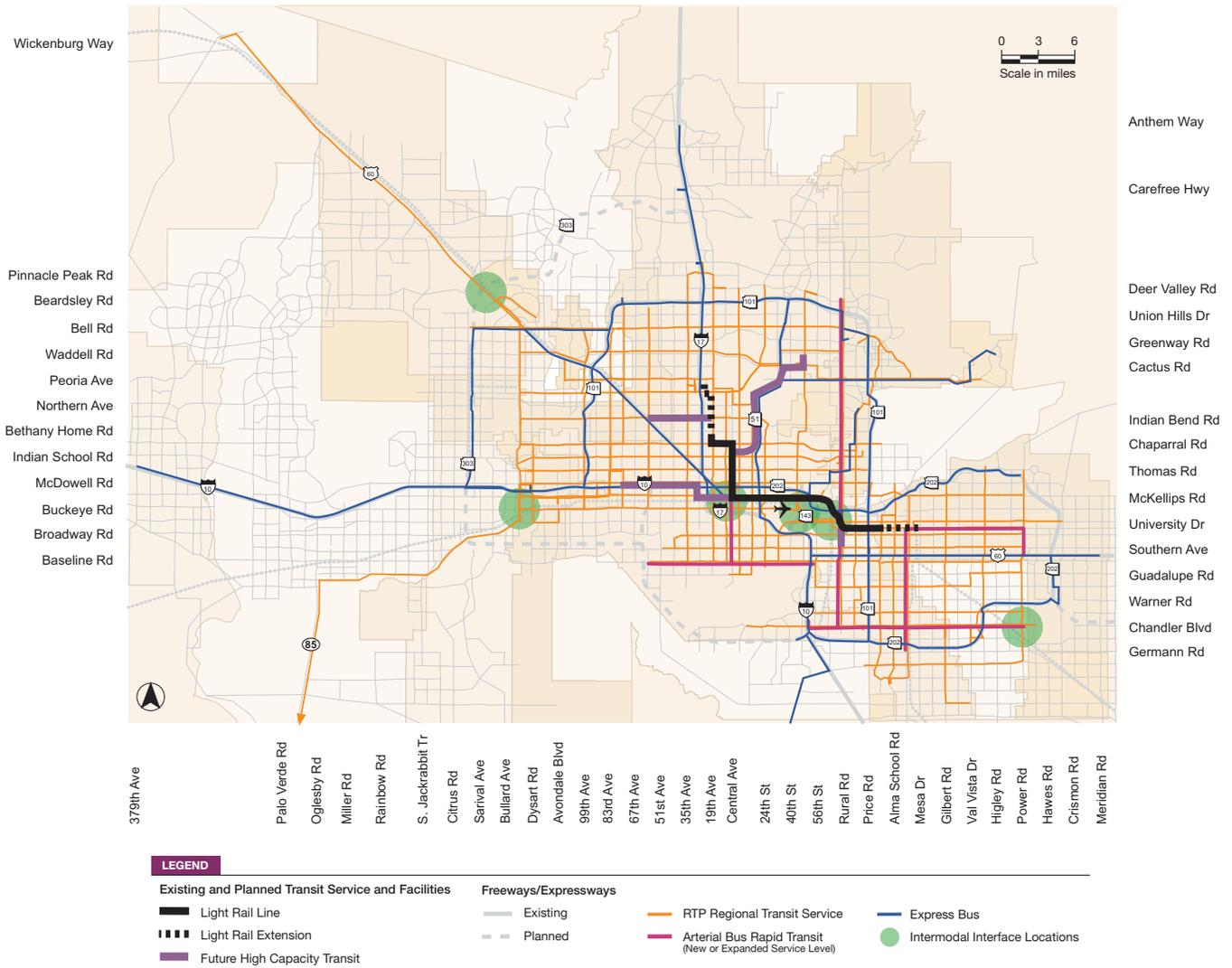
Project Background and Process

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

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

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

MAG 2030 Planned Regional Transit System



Review of Peer Regions

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

Population and Population Density

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

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

Population and Population Density

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

Peer Region Transit Services

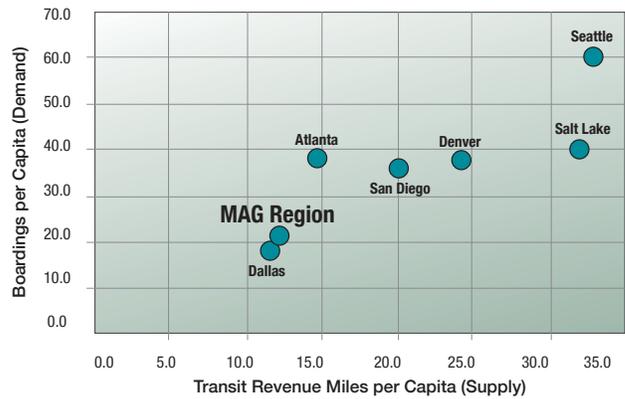
All of the peer regions, including the MAG region, operate bus and vanpool service. Each operates light rail or (in Atlanta) heavy rail service. The primary difference between light and heavy rail is the number of people that they can carry, both are designed to operate frequent, all-day service. In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

Transit Supply and Demand

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

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

2006 Transit Boardings & Miles of Service

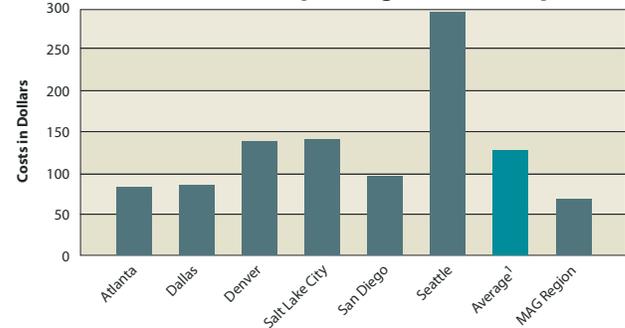


Source: National Transit Database

Investment in Transit

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

2006 Transit Operating Costs Per Capita



Public Involvement

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

Regional Transit Problem Definition

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

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

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

Service Area Coverage

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

Passenger Convenience

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

Funding and Seamless Service

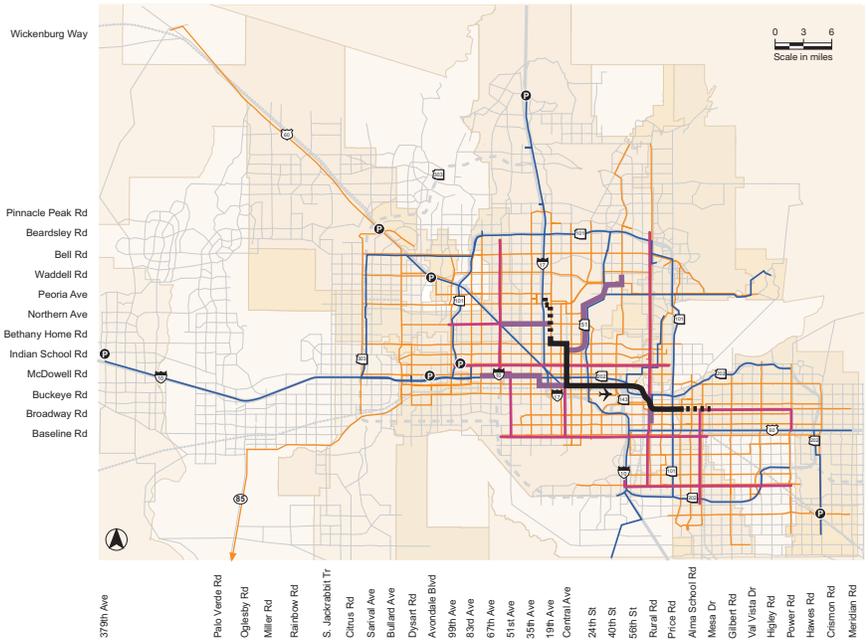
Not only is transit funding in Maricopa County modest compared with many peer regions, it also comes from a mix of regional and local sources. As a result, the level of service will continue to vary from one community to another, even when the RTP improvements have been fully implemented. A truly seamless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

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

Year 2030 Transit Scenarios

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

Scenario I - Basic Mobility



LEGEND

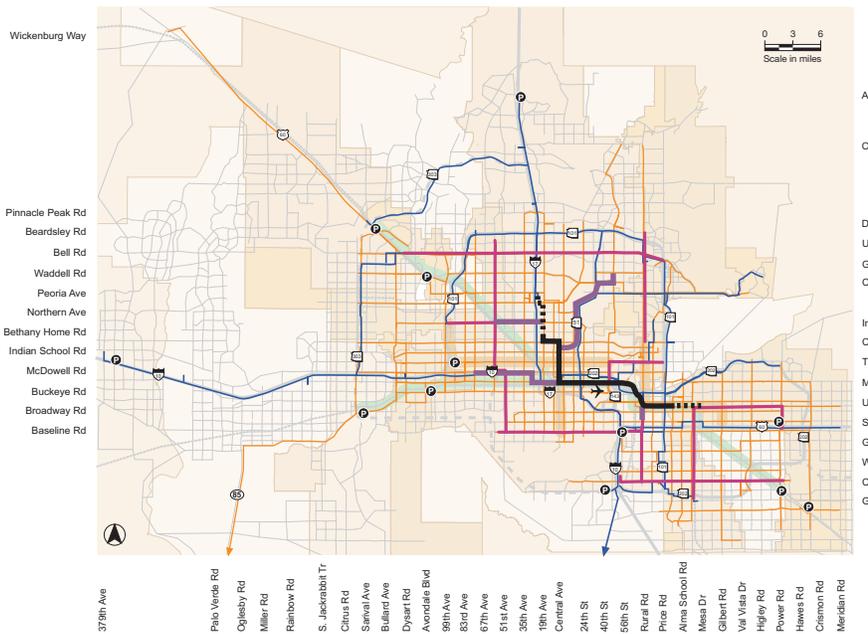
Existing and Planned Transit Service and Facilities

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

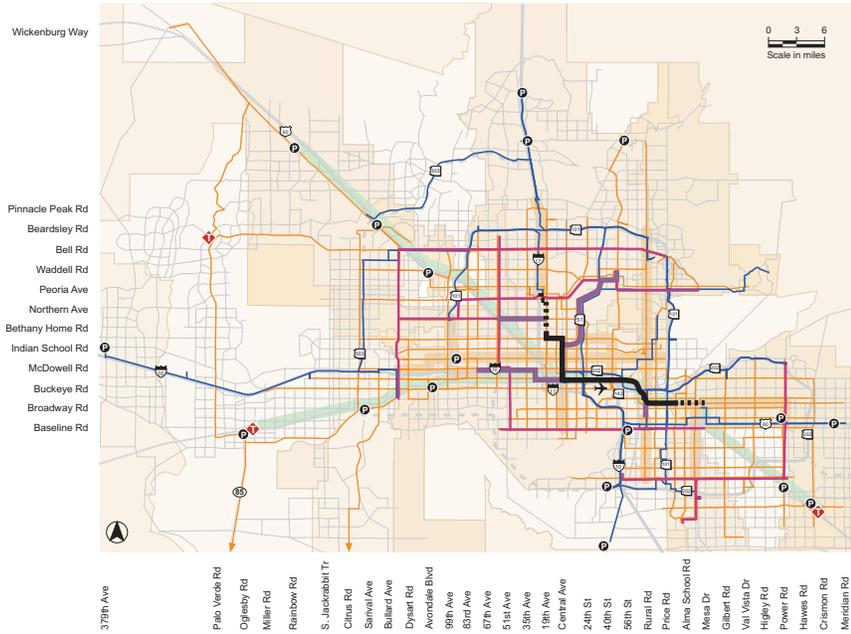
Freeways/Expressways

- Existing
- Planned

Scenario II - Enhanced Mobility



Scenario III - Transit Choice



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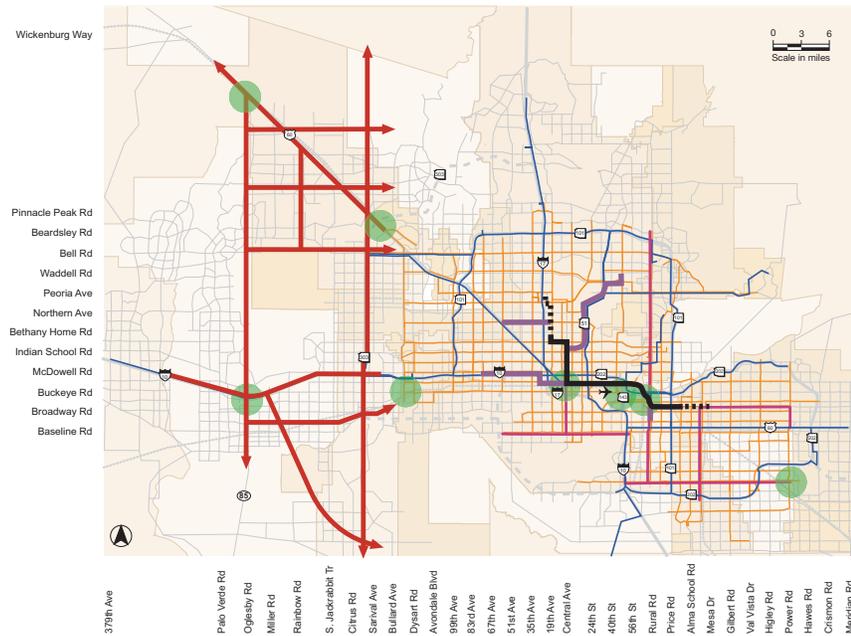
Existing and Planned Transit Service and Facilities

- Light Rail Line
- ▬ Light Rail Extension
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- Arterial Bus Rapid Transit
- Emerging Transit Corridors Beyond 2030
- Ⓟ Park-and-Ride Facility
- ⬇️ Transit Center
- Intermodal Interface Locations

Freeways/Expressways

- Existing
- Planned

Beyond 2030



MAG REGIONAL TRANSIT FRAMEWORK

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

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



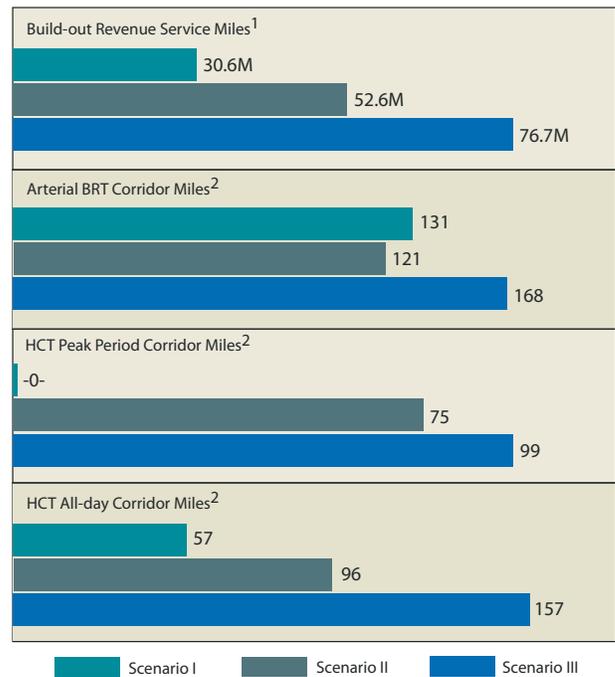
Descriptions of each transit mode in the transit service scenarios are provided below. Photos of similar services are displayed in the column to the left.

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

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

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

Comparison of Scenarios



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

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

Funding

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

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

Transit and Sustainable Development

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

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

Transit-Supportive Land Use

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

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

Activity Centers

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

Parking and Transit

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

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

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

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

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

Source: MAG Study Team, 2009

Relationship to Statewide Transportation Planning Framework Study

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

Regional Transit Program for the Future

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

FOR MORE INFORMATION

Visit bqaz.org and select "MAG Regional Transit Framework Study," or contact Kevin Wallace of Maricopa Association of Governments, phone: 602-254-6300
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