

December 6, 2005

TO: Members of the MAG Regional Council

FROM: Mayor Keno Hawker, Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.  
Wednesday, December 14, 2005  
MAG Office, Suite 200 - Saguaro Room  
302 North 1<sup>st</sup> Avenue, Phoenix

Dinner - 6:30 p.m.  
MAG Office, Suite 200

The next Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. MAG will host a dinner/reception for the Regional Council members following the meeting in the MAG Cholla Room on the 2nd floor. Supporting information is enclosed for your review.

Please park in the garage under the Compass Bank Building. Parking places will be reserved for Regional Council members on the first and second levels of the garage. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions, please call the MAG office.

**MAG REGIONAL COUNCIL  
TENTATIVE AGENDA  
December 14, 2005**

**COUNCIL ACTION REQUESTED**

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

**MINUTES**

\*5A. Approval of the October 26, 2005 Meeting Minutes

5A. Review and approval of the October 26, 2005 meeting minutes.

## TRANSPORTATION ITEMS

\*5B. Proposed Amendment and Administrative Adjustment to the FY 2006-2010 Transportation Improvement Program (TIP) for Highway and Transit Projects

Since approval of the Transportation Improvement Program (TIP) in July 2005, MAG has been notified of two projects from Phoenix and one from Scottsdale that need to be added to the TIP. A TIP Amendment is necessary to carry out these additions. Furthermore, there are several other changes needed that can be accomplished by means of an Administrative Adjustment. These include: (1) several changes to the funding of Valley Metro transit projects; (2) the deferral of two projects in Tempe and one in Paradise Valley; (3) a change to the funding of an intersection project in Mesa; (4) a restructure of a project in Glendale to advance design a FY 2009 project to FY 2006; (5) and a change to the funding of an ADOT Santan freeway project. Consultation on the air quality conformity assessment for both of the proposed Amendment and Adjustment changes is considered under a separate agenda item. The TRC and the Management Committee recommended approval of the project changes described above. Please refer to the enclosed material.

\*5C. Requested Changes to Federal Functional Classification of Roads

MAG member agencies recently submitted requests for upgrades to the functional classification of rural roadways in the region. In addition, the City of Scottsdale has requested a change to downgrade an urban road segment from urban collector to local street. The MAG Street Committee, the TRC, and the Management Committee recommended concurrence with these changes. Upon concurrence by the MAG Regional Council, these requested changes will be forwarded to ADOT for further action. Please refer to the enclosed material.

5B. Approval of a TIP Amendment and Administrative Adjustment to the FY 2006-2010 MAG Transportation Improvement Program to add one new Safety (STP-HES) Funded project and one new High Priority (HPP) Funded project in Phoenix and one new Enhancement (STP-TEA) Funded project in Scottsdale and to make several adjustments to transit projects, and changes to existing highway projects as shown in the attached tables.

5C. Concurrence with the changes in Federal Functional Classification as shown in the attached map and list.

\*5D. Request by Gila Bend to Utilize the HURF Exchange Mechanism

The FY 2006-2010 MAG TIP was approved by the Regional Council on July 27, 2005. The TIP contains a Gila Bend project to carry out pedestrian improvements to a facility along Martin Avenue in the vicinity of Pima Street, also known as State Route 85. This project is currently funded with \$188,600 in MAG Surface Transportation Program (STP) funds and a local match of \$11,400. The Town would like to take the option to exchange the STP-MAG funds for State Highway User Revenue Funds (HURF) utilizing the HURF Swap mechanism. This would allow the Town to develop the project as a locally funded project and not as a federally funded project, which simplifies the process. ADOT could then utilize the STP funds wherever they feel is appropriate on another part of the State highway system. Generally, MAG member agencies are not eligible to utilize the HURF Swap option, but the funds concerned are a special subset of STP funds (known as "Outside Urban" funds, or State-Flex funds) and are therefore eligible for this exchange program. A TIP Administrative Adjustment is also requested to allow this project to proceed. The Street Committee, the TRC, and the Management Committee recommended approval. Please refer to the enclosed material.

5D. Approval of allowing Gila Bend to utilize the HURF Swap mechanism for the project along Martin Avenue in the vicinity of Pima Street, also known as State Route 85, and to authorize a TIP Administrative Adjustment to allow the project to proceed.

**AIR QUALITY ITEMS**

\*5E. Conformity Consultation

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program. The proposed amendment includes a new Safety funded project in Phoenix and a Transportation Enhancement funded project in Scottsdale for addition to FY 2006. In addition, some projects that were previously requested for deferral, need to be added to the TIP. The amendment includes projects that are categorized as exempt from conformity determinations and minor project revisions that do not require a

5E. Consultation.

conformity determination. Please refer to the enclosed material.

\*5F. Update on Critical Issues with the Maricopa County Dust Control Program

Maricopa County has continued its efforts to address the enforcement of the Maricopa County Dust Control Rules. In total, the County Dust Control Program has 40 positions: 30 positions are filled and 10 are vacant. The recruitment notice for the remaining ten vacant positions was posted October 28, 2005. An applicant list has been compiled and interviews are being scheduled for December 2005.

5F. Information and discussion.

**GENERAL ITEMS**

\*5G. MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge

The City of Glendale is requesting that MAG amend the 208 Water Quality Management Plan to include the West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge. The project is within three miles of the City of Avondale, City of El Mirage, City of Litchfield Park, City of Peoria, City of Phoenix, Luke Air Force Base, and unincorporated Maricopa County. To date, six of the seven entities have indicated that they have no objections. The MAG Water Quality Advisory Committee and the MAG Management Committee recommended approval of the Draft 208 Plan Amendment. Please refer to the enclosed material.

5G. Approval of the MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge.

\*5H. Proposed 2006 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2006 revisions to the MAG Standard Specifications and Details for Public Works Construction and these revisions are currently

5H. Information and discussion.

being reviewed by MAG Member Agency Public Works Directors and/or Engineers. It is anticipated that the annual update packet will be available for purchase in early January 2006. Please refer to the enclosed material.

\*51. Status Report on 2005 Census Survey

The 2005 Census Survey is now in progress. The results of the survey will be used to distribute billions of dollars in state shared revenue from 2006 to 2011. Mail and telephone follow-up are complete and personal visit follow-up is anticipated to be complete by mid-December. Please refer to the enclosed material.

51. Information and discussion.

### ITEMS PROPOSED TO BE HEARD

#### TRANSPORTATION ITEMS

6. Annual Report on the Implementation of Proposition 400

A.R.S. 28-6354 requires that MAG issue an annual report on the status of projects funded by the sales tax. This item will also include presentations on the status of the development of the life cycle programs as required by A.R.S. 28-6352 (A) for freeways, 28-6352 (B) for streets and 48-5106 for transit. Please refer to the enclosed material.

6. Information and discussion.

7. Commuter Rail Update

In June 2003, the MAG Regional Council approved the recommendations of the High Capacity Transit (HCT) Study. One of the study's components was to evaluate the feasibility of commuter rail for this region. As a result of the study, \$5 million was placed in the Regional Transportation Plan to examine future implementation issues regarding commuter rail. Recently, interest has been expressed in reexamining commuter rail for this region. To update members regarding the commuter rail results in the HCT Study, a summary of results will be presented to the Committee. If further action on commuter rail is desired by member agencies, an update of commuter rail information

7. Information and discussion.

could be considered as a consultant study in the FY 2007 MAG Unified Planning Work Program and Annual Budget. Please refer to the enclosed material.

8. Presentation and Discussion on the Cost Estimation Process for Freeway Projects

Project cost estimation is a key element in managing the freeway construction program, including planning cash flow and maintaining a long-term balance between project costs and projected revenues. An update will be provided on the cost estimating procedures followed in the ADOT Freeway Life Cycle Program, as well as recent trends in construction costs.

9. Presentation and Discussion of the Status of Freeway Projects by Corridor

With the passage of Proposition 400, ADOT has been moving forward rapidly to complete ongoing freeway corridor studies and initiate additional studies. These studies will define right-of-way requirements and design features for construction of new freeways and the improvement of existing facilities. A briefing will be provided on the status of this engineering and environmental work. In addition, the status of ongoing construction to complete the Proposition 300 Freeway Program will be presented.

8. Information and discussion.

9. Information and discussion.

#### GENERAL ITEM

10. Comments from the Council

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

10. Information.

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

October 26, 2005  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Mayor Keno Hawker, Mesa, Chair	Supervisor Max Wilson for Supervisor Don
Mayor Woody Thomas, Litchfield Park, Vice Chair	Stapley, Maricopa County
+ Councilmember Dave Waldron for Mayor Douglas Coleman, Apache Junction	Councilmember Mary Hamway for Mayor Ron Clarke, Paradise Valley
Vice Mayor Betty Lynch for Mayor Ron Drake, Avondale	Vice Mayor Pat Dennis for Mayor John Keegan, Peoria
* Mayor Dusty Hull, Buckeye	* Mayor Phil Gordon, Phoenix
Mayor Edward Morgan, Carefree	+ Councilmember Gary Holloway for Mayor Wendy Feldman-Kerr, Queen Creek
Vice Mayor Dick Esser, Cave Creek	* President Joni Ramos, Salt River Pima-Maricopa Indian Community
Mayor Boyd Dunn, Chandler	Mayor Mary Manross, Scottsdale
* Mayor Fred Waterman, El Mirage	* Mayor Joan Shafer, Surprise
President Raphael Bear, Fort McDowell Yavapai Nation	* Mayor Hugh Hallman, Tempe
* Mayor Wally Nichols, Fountain Hills	* Mayor Adolfo Gamez, Tolleson
* Mayor Daniel Birchfield, Gila Bend	+ Mayor Ron Badowski, Wickenburg
* Governor Richard Narcia, Gila River Indian Community	* Mayor Bryan Hackbarth, Youngtown
Mayor Steven Berman, Gilbert	+ Rusty Gant, ADOT Joe Lane, ADOT
Mayor Elaine Scruggs, Glendale	F. Rockne Arnett, Citizens Transportation Oversight Committee
Mayor James M. Cavanaugh, Goodyear	
Mayor Bernadette Jimenez, Guadalupe	

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference call.

1. Call to Order

The meeting of the Regional Council was called to order by Regional Council Chair Keno Hawker at 5:08 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Hawker introduced the following proxies: Councilmember Dave Waldron for Mayor Doug Coleman, Apache Junction; Vice Mayor Betty Lynch for Mayor Ron Drake, Avondale; Supervisor Max Wilson for Supervisor Don Stapley, Maricopa County; Councilmember Mary Hamway for Mayor Ron Clarke, Paradise Valley; Vice Mayor Pat Dennis for Mayor John Keegan, Peoria; and Councilmember Gary Holloway for Mayor Wendy Feldman-Kerr, Queen Creek. He noted that Mayor Ron Badowski, Rusty Gant, Councilmember Waldron, and Councilmember Holloway were participating via videoconference.

Chair Hawker stated that the RPTA has provided transit tickets for those who used transit to come to the meeting and garage parking validation was available from staff. Chair Hawker noted a memorandum reflecting action taken by the Transportation Policy Committee at its meeting on October 19 was at each place.

### 3. Call to the Audience

Chair Hawker noted that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out public comment cards. The opportunity for public comment is provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Hawker recognized public comment from Dianne Barker, who commented on how fortunate we are to have such good weather when there have been catastrophic weather incidents elsewhere. Ms. Barker referred to a newspaper article in which Mayor Cavanaugh spoke about the dangerous traffic conditions on I-10. She said that she thought the I-10 Bypass and the South Mountain Freeway were good ideas. Ms. Barker noted that there were other options, such as mass transit. Ms. Barker disputed the reported capacity and speed that light rail will have. She said that light rail could be a fast option if it ran on its own dedicated lane along freeways. Ms. Barker commented on the Open Meeting Law that says public comment is discretionary. Ms. Barker stated that she hoped MAG had a conflict of interest policy because FNF Construction receives contracts and a representative from that company sits on the TPC. Chair Hawker thanked Ms. Barker for her comments.

Chair Hawker recognized public comment from William Crowley, who suggested that dignitaries in the audience should be recognized by the Chair. Mr. Crowley stated that public input received at committee meetings should be reported and responded to in the Early Input Opportunity Report. He stated that one of the duties of the entire CTOC body, not just the Chair, is to advise the Governor, State Transportation Board, and MAG, and he would like to know how this process works. Mr. Crowley stated that the summary transmittal for the Proposition 400 report says no public comment was received. He asked what have we been talking about all along? Chair Hawker thanked Mr. Crowley for his comments.

4. Executive Director's Report

Dennis Smith reported that for the seventh consecutive year, MAG received the Government Finance Officers Association (GFOA) award for the Comprehensive Annual Finance Report (CAFR). He expressed that this award is a tribute to MAG Fiscal Services Manager, Becky Kimbrough, and her staff.

Mr. Smith stated that the 2005 MAG Continuum of Care Regional Committee on Homelessness Annual Appreciation Luncheon will be held at the Arizona Biltmore on Friday, November 4, 2005. He said that Michelle Kennedy, the award-winning author of *Without a Net: Middle-Class and Homeless (With Kids) in America*, will give the keynote address. Mr. Smith expressed his appreciation to Jerry Bisgrove of the Stardust Foundation, who has sponsored this event for several years. Chair Hawker thanked Mr. Smith for his report. No questions for Mr. Smith from the Council were noted.

5. Approval of Consent Agenda

Chair Hawker stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Council can request that an item be removed from the consent agenda and considered individually. He stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the consent agenda. Chair Hawker stated that staff was available if the Council had any questions on consent agenda items. No questions nor requests to hear an item individually were noted.

Chair Hawker recognized public comment from Mr. Crowley, who commented that the minutes say the number of planned covered parking spaces is 350 and should say 556. He also expressed thanks for including his comments that MAG is acting Nazi with police officers watching him. For agenda item #5B, he asked if that includes Canamex and when is the State Transportation Board going to say what the actual roadway will be. For agenda item #5C, he asked when the transit portion would be actuated. For agenda item #5E, Mr. Crowley expressed his agreement with rubberized asphalt. For agenda item #5D, Mr. Crowley asked why a representative from Valley Metro Rail was needed on the Transportation Review Committee when Dave Boggs already represents Valley Metro. For agenda item #5G, Mr. Crowley stated that the logo did not include sidewalks or a bike rack on the bus. He added that he was the head of the committee that put the bike racks on the buses back in 1989. Mr. Crowley stated that the arterials should be made smaller in the logo since they get only nine percent of the budget. He asked why not all cities have transit, since no rail nor freeways are there, either. Chair Hawker thanked Mr. Crowley for his comments.

Vice Chair Thomas moved to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mayor Manross seconded, and the motion carried unanimously.

5A. Approval of the September 28, 2005 Meeting Minutes

The Regional Council, by consent, approved the September 28, 2005 meeting minutes.

5B. Amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to Include the Interstate 10-Hassayampa Valley Roadway Framework Study

The Regional Council, by consent, approved an amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to include the Interstate 10-Hassayampa Valley Regional Framework Study for an amount of \$500,000, with approximately \$95,000 provided by MAG using contingency funds. A regional study is being requested to preserve and protect Interstate 10 in the Western Maricopa County generally west of the White Tank Mountains/Hassayampa Valley. Several agencies would participate financially in the study, including ADOT, MAG, Maricopa County, the Town of Buckeye, the City of Surprise, and the City of Goodyear. The purpose of the study is to develop a roadway framework plan for connections to the Interstate and other regional roadways, including US-60/Grand Avenue, SR-85, Bell Road, and SR-303L/Estrella Freeway. Given the regional nature of this project, MAG would serve as the lead agency. The project is preliminarily estimated to cost \$500,000. MAG's portion (approximately \$95,000) for the project would come from MAG's contingency funds. The Management Committee recommended approval of the amendment.

5C. Amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget to Accept Federal Transit Administration and Federal Highway Administration Funds

The Regional Council, by consent, approved an amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget for the award of FY 2005 FTA planning funds and FY 2006 FHWA planning related funds. Each year, MAG prepares a Unified Planning Work Program and Annual Budget that lists anticipated revenues for the coming year. Recently the Arizona Department of Transportation provided the official amount of FY 2005 Federal Transit Administration funds and FY 2006 Federal Highway Administration Planning (PL) funds and State Planning and Research (SPR) funds. (1) The amount of FTA planning funds is \$906,619; (2) The amount of FHWA PL funds is \$4,351,576; and, (3) The amount of FHWA SPR funds is \$750,000. An amendment to the FY 2006 MAG Unified Planning Work Program and Annual Budget is needed to include these funds. The Management Committee recommended approval of the amendment.

5D. Representation by Valley Metro Rail on the MAG Transportation Review Committee

The Regional Council, by consent, approved adding a representative of Valley Metro Rail to serve on the Transportation Review Committee. On March 16, 1994, the MAG Management Committee recommended restructuring the transportation decision-making process by creating the MAG Transportation Review Committee (TRC). The TRC provides input to the Management Committee regarding the Transportation Improvement Program, including the closeout of MAG federal funds. Members of the TRC include representatives from MAG member agencies, Arizona Department of Transportation (ADOT) and the Regional Public Transportation Authority (RPTA). Valley Metro Rail is requesting representation on the TRC. The Valley Metro Rail Management Committee and the MAG Management Committee recommended approval of adding a representative to the TRC.

5E. Approval of the Proposed Phase 6 Rubberized Asphalt Project – Loop 202 from Van Buren Street to Alma School Road

The Regional Council, by consent, approved the proposed Phase 6 Rubberized Asphalt project, 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for an estimated \$9.5 million. The Arizona Department of Transportation (ADOT) has requested that a portion of the rubberized asphalt program be considered in order to meet the Spring 2006 construction schedule. The proposed Phase 6 Rubberized Asphalt project is 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for estimated cost of \$9.5 million. This Phase 6 project is only a portion of the projects that will be funded with \$75 million programmed in the Regional Transportation Plan (RTP) for freeway noise mitigation. The Management Committee and the Transportation Policy Committee recommended approval of this segment.

5F. MAG Strategic Transportation Safety Plan

The Regional Council, by consent, approved the MAG Strategic Transportation Safety Plan. In January 2004, the Regional Council approved the formation of a technical advisory committee for Transportation Safety. The first goal of the new committee was to finalize the Draft Safety Action Plan. The draft document was further improved with new input and was renamed as the MAG Strategic Transportation Safety Plan. On September 20, 2005, the Transportation Safety Committee recommended approval of the draft Plan. The Plan is closely aligned with the objectives of the Governor's Traffic Safety Advisory Council Transportation Safety Plan. It is anticipated that the federal transportation law (SAFETEA-LU) will provide more resources for transportation safety improvements. The Transportation Review Committee and the Management Committee recommended approval of the Plan.

5G. Unified Regional Logo for Regional Transportation Plan Projects

The Regional Council, by consent, approved the unified regional logo as presented, incorporating the main tagline "On the Move," for use as part of a regional branding strategy for Regional Transportation Plan projects. On October 3, 2005, the Regional Transportation Plan (RTP) Partners, consisting of top level administrators for ADOT, MAG, Valley Metro and Valley Metro Rail, reached a consensus to move forward with a unified regional branding strategy, including the use of a regional logo featuring the main tagline "On the Move." The purpose of the regional branding effort is to help communicate the progress of the Regional Transportation Plan to the public. The logo was voted as the most favored of three logos brought before members of the public. The logo could be used on construction signs and other printed materials to serve as a visual reminder to voters that projects in the plan are being built as promised. The Management Committee and the Transportation Policy Committee recommended approval.

5H. Approval of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2006 CMAQ Funding

The Regional Council, by consent, approved a prioritized list of proposed PM-10 certified street sweeper projects for FY 2006 CMAQ funding and retained the prioritized list for any additional FY 2006 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation

authority, or additional funding received by this region. The FY 2006 MAG Unified Planning Work Program and Annual Budget and the FY 2006-2010 MAG Transportation Improvement Program contain \$960,000 in Congestion Mitigation and Air Quality (CMAQ) funding for the purchase of PM-10 certified street sweepers. PM-10 certified street sweeper projects were solicited from member agencies in the Maricopa County PM-10 nonattainment area and 15 applications requesting \$2.48 million in federal funds were received. On October 6, 2005, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 certified street sweeper projects for FY 2006 CMAQ funding. The Management Committee concurred with the recommendation of the AQTAC.

5I. Update on Critical Issues with the Maricopa County Dust Control Program

Maricopa County has continued its efforts to address the enforcement of the Maricopa County Dust Control Rules. In September, the County hired several new dust control employees. In total, the County Dust Control Program has 40 positions: 30 positions are filled and 10 are vacant. On September 30, 2005, the Board of Supervisors authorized the funding for the remaining 10 vacant positions. The notice for these positions will be posted in the near future. The market study for the Air Quality Department salaries, including the Dust Control Program, will now be completed by November 30, 2005.

5J. Consultant Selection for Digital Aerial Photography

The Regional Council, by consent, approved selecting AirPhotoUSA to provide digital aerial photography not to exceed \$75,000. In May 2005, the MAG Regional Council approved the FY 2006 Unified Planning Work Program (UPWP) and Annual Budget, which included \$75,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. On September 11, 2005, MAG advertised a Request for Proposals (RFP) for consulting firms to provide these services. Three proposals were received, a multi jurisdictional evaluation team reviewed the proposals, and it was recommended that AirPhotoUSA be selected. This imagery will be made available at no charge to all MAG member agencies. The Management Committee recommended approval of AirPhotoUSA to provide digital aerial photography not to exceed \$75,000.

8. Workforce Housing Task Force Draft Resolution

This agenda item was taken out of order.

Mr. Smith stated that in October 2004, Mr. Gregg Holmes, Chair of the Workforce Housing Task Force, provided a presentation on workforce housing to the MAG Executive Committee and requested MAG's participation in the effort. He said that the Executive Committee agreed that MAG would provide data, technical assistance and input through the MAG committee process. Mr. Smith stated that Mr. Holmes provided an update at the September 2005 Management Committee, Executive Committee, and Regional Council meetings, and presented an action plan to increase the supply of housing for the workforce in the MAG Region. Mr. Smith noted that one request was that the resolution be straightforward and generic. He said that the reasoning behind this is that one size does not fit all. Mr. Smith then explained how the resolution was developed. He said that the "Whereas" statements were developed using the issues contained in the Task Force report provided by Mr. Holmes at the September meetings. Mr. Smith

stated that the items numbered one through four on page two of the resolution were those cities could work on individually. Mr. Smith stated that the Management Committee recommended the resolution in concept, but mentioned wording changes which have been incorporated into the version included in the agenda packet. He said that revisions to the Management Committee version were shown in caps and strikeout. Mr. Smith advised that one of the issues expressed at the Management Committee was that the resolution needed to speak to private sector involvement and was not just a government issue. He noted that in the "Now Therefore" paragraph, the word "legislative" had been stricken out and "policy" inserted. Mr. Smith stated that cities, towns, and the county that are the principal agents to enforce this, would be at the table. He introduced Mr. Holmes who was present to address the Council.

Mr. Holmes stated that workforce housing needs to be a collaborative process. The Task Force worked for approximately one year to identify opportunities to improve housing affordability. Mr. Holmes stated that it is incumbent upon all of us to work together to take advantage of best practices across the country to sustain affordability of housing, whether rental or owned. Mr. Holmes stated that he thought the resolution is well crafted and lays the groundwork for dialogue. He commented that it is not a one size fits all approach. Mr. Holmes noted that Willis Martin from Pulte Homes, Jack Lunsford from Westmarc, Rebecca Flanagan from HUD, and Lattie Coor were at the meeting and their attendance was a great reflection of the support for the resolution. He said that he hoped the Regional Council would support the resolution.

Chair Hawker recognized public comment from Mr. Crowley, who stated that he appreciated the effort on affordable housing. He said that rentals also need to be considered. Mr. Crowley stated that developers are working the system, rather than the system working. Chair Hawker thanked Mr. Crowley for his comments.

Vice Mayor Lynch stated that she agreed with the resolution, but had concern about the word "affordable" in item four, page two. She stated that removing the word "affordable" or substituting "reasonable" was more consistent with discussions of the West Valley Human Services Alliance.

Mayor Manross commented that it seemed that the resolution only addressed rentals. She said that she wanted to ensure that workforce housing could be owner-occupied.

Chair Hawker commented that ownership was referred to in the "Whereas" paragraph that included the 30 percent cost-burdened families. Chair Hawker stated that he was on the Task Force; he was a skeptic and still is. He said that he thought it was a conflict in his position as a mayor and policy setter, especially with the funding scenarios, such as tax credits, internet sales and impact fees. Chair Hawker stated that this could be taking funding that could be used for other projects. He said that if a city passes a resolution, they are picking winners in the housing lottery to qualify for affordable housing. Chair Hawker stated that he keeps coming back to the premise that we should be removing barriers from increasing housing supply through all incomes. If some of the programs here are implemented, they will divert funds into a housing program. Chair Hawker stated that if there is a subdivision of four houses, with three costing \$500,000 each and one costing \$200,000, that \$200,000 home is being subsidized \$100,000 apiece by the other three. He said that what is not as direct is where 500,000 people contribute the same dollar magnitude, but it is spread across everyone at a lower amount. Chair Hawker stated that he would like the focus to be redirected at taking away barriers that governments impose, such as time

or density requirements, and not focus on helping someone pay for their home but keeping a supply of homes that are affordable. He said that he felt some of the items in the resolution would discourage development and supply from being created. Chair Hawker stated that he did not agree that the 30 percent of income paid for housing qualifies a family as cost-burdened. He stated that is a choice that some people are willing to take to have a major investment in their residence and get the tax deduction. Chair Hawker expressed that he was pleased the word “legislative” was taken out. He said that he was glad he did not have to send his staff to lobby against affordable housing, but he would do so because of the ramifications on local control and what each community wants to accomplish. Chair Hawker stated that he had questions about what is meant by fostering. He remarked that he was not trying to be negative, but this resolution did nothing for him. Chair Hawker stated that this is a good program, but the impacts, though well intended, could decrease the supply of housing and increase costs. He remarked that cities would be subsidizing some through taxation, and even though small increments, dollar-wise, the impacts will be huge. Chair Hawker commented that he would move this forward with some reluctance because he could not grasp the overall intent.

Mr. Holmes stated that the dialogue over the past eight months has been refreshing because it has kept the process honest. He stated that in the context of the resolution, the purpose is to lay the groundwork for dialogue with stakeholders so discussion of those barriers can take place. He commented on Task Force ideas. Mr. Holmes indicated that recommendations are being considered that address the barriers that Mayor Hawker mentioned and taking steps to remove them so we can have single family homes and apartments that are affordable. Mr. Holmes stated that he did not anticipate this is something anyone will be forced to do because then it would not be an encouraging environment. He said that the policies being looked at are comprehensive but should be developed in cooperation with respective cities because that is where the constructive recommendations occur. Mr. Holmes indicated that this is not a mandate by the Task Force but a cross-section of public/private sector individuals to look at barriers and how they could be removed so as not to shrink the stock but increase it and make it sustainable. Mr. Holmes commented on the 30 percent cost-burdened families. He agreed that people do make a conscious decision but we have to look at reasonable levels of income that one would want to spend on housing. Mr. Holmes stated that when looking at new funding sources, they do so with the expectation that they are new dollars with the purpose of stimulating increased production.

Mayor Thomas commented on the second “Whereas” paragraph. He asked Mr. Holmes to explain the \$350 million in lost buying power. Mr. Holmes replied that if people could spend less than 30 percent of their income on housing, that represents additional buying power they could spend on goods and services in the market. Mayor Thomas stated that education is not mentioned. He noted that the consumer credit counseling requirement is at the end of the bankruptcy process and he thought education on wise spending should be addressed upfront of the home buying process. Mr. Holmes replied that one aspect of the recommendations was home buyer counseling. He said that he spent time discussing this with members of the Task Force who are bankers. The Task Force recommends training to help buyers understand and manage money, so it will not result in bankruptcy. Mayor Thomas commented that one in four house purchases is made by investors. Mayor Thomas asked if there was a recommendation to keep this practice at bay. Mr. Holmes stated that some developers are placing restrictions that a unit must be owner-occupied. He indicated that this has discouraged some investors, but has not eliminated the practice. Mr. Holmes stated that we need ways to disincent investors so the returns are not as great as they could get in another market. Mayor Thomas stated that Section 8 assists investors to maintain.

In the real estate market, there is an ability to leverage those funds. He asked how this gets accomplished. Mr. Holmes replied that this resolution is to lay the groundwork to start discussion on policies with stakeholders. He commented that leveraging is not occurring effectively. If we can incent investors through dollars available for leveraging, he believed we can affect affordability.

Vice Mayor Dennis commented that she thought the resolution needed further clarification regarding ownership. In addition to fostering, maintaining the market is also needed. She asked what triggers that market and what prevents someone from buying an affordable housing project and selling it at a higher rate. Vice Mayor Dennis also asked if other stakeholders, such as homebuilders or the loan industry, were considering creating a resolution to make a true collaboration. Mr. Holmes replied that he did not know of specific stakeholders who might be considering a resolution. Mr. Holmes stated that from a policy perspective, cities play an important role, so collaboration with communities was the starting point. Components that are sustainable need to be established and this has begun. Mr. Holmes suggested adding “rental and ownership,” so it will be explicit. Chair Hawker noted that it seemed the preference of the body would be to reverse that to “ownership and rental.”

Mayor Dunn stated that he served on the Task Force and had a different perspective. He commented that what is challenging is the number of stakeholders. Mayor Dunn stated that each is at a different stage of development and has different inventories of housing. Some have 15 percent rental rates, some have 50 percent, so there is not going to be a one size fits all. Mayor Dunn indicated that what made him somewhat comfortable with the resolution was that it shows different ways to tackle the problem. He stated that his position in this effort has been to develop public/private partnerships. If you incent the private sector and encourage different housing stock, you have the opportunity to build quality housing stock, perhaps at a higher affordability. You can encourage the development community to build other than large-lot, single-family homes. Mayor Dunn expressed that the ownership factor is important. He commented that if item number four on page two remained with just rental property, his city council would be concerned. Mayor Dunn stated that the key in that paragraph is if people are unable to purchase a home, we should do what we can to make sure we have a policy to make sure they are more affordable until a person is ready to buy a home. He commented that cities want their police and fire personnel and teachers to buy homes in their communities. Mayor Dunn commented that we need to be committed to a diversity of housing stock in every community, because of the enormously escalating housing prices.

Mayor Berman stated that he was a believer in the free market. He commented that people get as much for their home as possible. Mayor Berman remarked that any cost the government causes is not the reason housing prices have doubled. If the quality or density is changed, he was not sure it would decrease prices, but may increase the profit margin for those selling homes. Mayor Berman stated that he thought the free market will work. Prices will go down when people will no longer pay the high prices. He stated that he did not support the resolution. Mayor Berman stated that government’s role is to do for people what they cannot do for themselves. Their role in housing is to prevent purchases based on race, religion, creed, etc. Mayor Berman stated that we need to let free economy set the housing prices.

Mr. Arnett remarked that he recognized this as a complex issue. He said that he is surprised at the number of people who approach him and say something must be done. Mr. Arnett commented that

police, teachers, nurses, etc., have to drive until they qualify. Employers have a difficult time finding employees. Workers need to have a place to live in the community in which they work. Mr. Arnett stated that people move 30 to 40 miles from family members because that is where they can find housing they can afford and that is a problem. Mr. Arnett stated that subsidies are difficult. The business community recognizes housing affordability as a concern.

Mr. Smith commented that consideration of this item could be carried over to the next meeting or revised tonight. He mentioned that the "Whereas" statements had been developed from the materials provided in September and the items numbered one through four were statements member agencies could look at internally because one size does not fit all. It was agreed to discuss possible revisions.

Mr. Smith suggested adding a new item: "Evaluation focused on taking away the barriers that government imposes that impair the development of all housing stock with the goal of increasing overall housing stock." After discussion, it was decided to remove the words, "that government imposes."

Chair Hawker stated that this is basically supply and demand. He said that he was looking at the supply side. Increasing the supply drives down the cost. The price side here is gathering money to subsidize price. Chair Hawker stated that he disagreed that investors be reprimanded for buying up property. They increase the supply for renters, they have profited, and will build another subdivision, thus creating more supply. Chair Hawker stated that the focus is on affordable and workforce. If all housing stocks increase, workforce housing will also increase.

Mayor Manross stated that this is not exactly the free market system, because the government regulates a lot. Mayor Manross stated that she thought it is all right to support the resolution because it is not prescriptive. She noted that this gives the Task Force the ability to come to communities and begin dialogue. Each city may want to approach this differently. Mayor Manross commented that it was a good idea to stay out of the way of business and let them thrive. She added that she saw no harm in the resolution and saw it as a positive encouragement for dialogue to begin in earnest. Mayor Manross expressed that she did not think we should argue over ideology.

Hearing no further discussion, Chair Hawker called for a motion. Mayor Manross moved to approve the workforce housing draft resolution, as revised by the Regional Council. Mayor Dunn seconded. Before a vote was taken, Vice Mayor Esser requested that the revisions to the resolution be re-read.

1. An evaluation focused on taking away the barriers that impair the development of all housing stock, with the goal of increasing the overall supply of housing.
2. An evaluation of workforce ownership and rental housing identifying the mix, cost and availability of housing to support workers.
3. An evaluation of general plan policies/development and zoning practices to increase the availability of workforce housing.
4. The need and availability of adequate transportation services to provide a means for people to travel between their place of residence and place of work.

5. A commitment to maintaining and fostering more reasonable ownership/rental housing to provide housing options for those who are unable to purchase a home.

Vice Mayor Dennis expressed her thanks to Mr. Holmes and the Task Force for the tremendous effort and hard work and bringing it to MAG.

The vote taken on the motion passed, with Chair Hawker, Vice Chair Thomas, Mayor Berman, Mayor Badowski, and Supervisor Wilson voting no.

Vice Chair Thomas, Mayor Manross, Mayor Cavanaugh, and Councilmember Holloway left the meeting.

6. FY 2006 MAG Early Phase Input Opportunity Report

Jason Stephens reported that the Early Phase of the Input Opportunity Report is one part of MAG's four-phase public involvement process which was adopted in 1994 and enhanced in 1998. He explained the Early Phase allows for early input into the planning and programming process prior to the consideration of a Draft TIP or Plan update. Mr. Stephens went on to report the FY 2006 Early Phase included an Early Phase Transportation Stakeholders Open House and Meeting, Transportation Fair, and a number of other special events held in cooperation with ADOT, Valley Metro and Valley Metro Rail.

Mr. Stephens reported that some of the input received during this phase was that the public would like bathrooms and showers at every mile along the transit system, an elevated rail should go along the canals and Buckeye Road should become the new Grand Avenue. Chair Hawker thanked Mr. Stephens for his report. No questions or comments were noted.

7. Approval of the Arterial Life Cycle Program (ALCP)

Eileen O'Connell gave a presentation on the Arterial Life Cycle Program, or ALCP. She expressed her thanks to member agency staff who worked very diligently on the program. Ms. O'Connell stated that the ALCP provides a listing of projects, the years of construction, the years of reimbursement, and project advancements, deferrals, or exchanges over the 20-year life cycle of the sales tax. Ms. O'Connell noted that statute requires that the costs do not exceed the budget. She stated that the ALCP represents a program that is balanced for each year. Ms. O'Connell stated that in some cases, projects are being advanced under the arterial street advancement policy, however, the regional funding for these projects remains in the phase as listed in the RTP. She noted that in the development of the ALCP, there were requests from jurisdictions to receive reimbursements in larger sums in a single year rather than reimbursements spread out over two to five years and that the reimbursement be made at the beginning of a five-year phase. Ms. O'Connell advised that given cash flow constraints, it is not possible to meet these requests at this time. She added that MAG staff and the jurisdictions will continue to refine the ALCP as revenue projections are revised and better cash flow projections are developed. Chair Hawker thanked Ms. O'Connell for her report.

Chair Hawker recognized public comment from Mr. Crowley, who said that some communities are not even on the map of arterials. He stated that MAG needs to deal with Canamex. Mr. Crowley stated that

he had a problem with equity on ALCP projects because it seemed that the majority of street projects were in the East Valley. He commented that he wished the TIP had been put together better. Are we being a COG, working as a cog in a wheel, and making sure development into other counties is coordinated? Mr. Crowley asked where the bike and pedestrian parts were. He urged using paint as a weapon for the safety of bicyclists and pedestrians. Mr. Crowley stated that it would be nice to have transit out to Happy Valley Road. Chair Hawker thanked Mr. Crowley for his comments.

Vice Chair Thomas rejoined the meeting via teleconference. Vice Mayor Dennis moved to approve the Arterial Street Life Cycle Program (ALCP) with the understanding that in the future MAG staff will work closely to coordinate cash flow with individual projects. Mr. Arnett seconded, and the motion carried unanimously. Vice Chair Thomas left the meeting following the vote.

9. Domestic Violence Awareness Month Activities

Amy St. Peter stated that October is Domestic Violence Awareness Month, which has given the Domestic Violence Council the opportunity to reach out to the community. She noted that MAG kicked off the month with a very successful press conference. Ms. St. Peter stated the Council marked its fifth year anniversary and to ensure that the Council was doing all that it could do and was still in step with the community, the Council and MAG staff conducted seven focus groups with 40 domestic violence survivors over the summer. She remarked that a public opinion survey of 600 households was conducted on the issue of domestic violence. The survey found that 72 percent of respondents consider domestic violence to be a major problem in Maricopa County and 40 percent say they or someone they know have been the victim of domestic violence. The information received from the focus groups will inform the direction of the Council for 2006, as well as provide background for the domestic violence chapter of the 2006 Regional Human Services Plan.

Ms. St. Peter referred to the maps included in the agenda packet that showed the general vicinity of nine domestic violence shelters in relation to existing bus routes. She said that coordinating public transit and employment centers with domestic violence shelters is an important factor to aiding victims. Ms. St. Peter stated that in this area where the cities and towns are close together, it is entirely possible for a victim of domestic violence to live in one city, work in another city, the perpetrator lives somewhere else and yet if the response is not consistent then the victims find it difficult to get meaningful assistance. Ms. St. Peter said that the Domestic Violence Council will be developing an economic case statement that will attempt to show the costs incurred by municipalities in responding to emergency domestic violence cases. Chair Hawker thanked Ms. St. Peter for her report. No questions from the Council were noted.

10. Status Report on 2005 Census Survey

Heidi Pahl updated members on the 2005 Census Survey. With the full count of population in group quarters and outdoor locations complete and the mail questionnaire returns nearing completion, census enumerators are focusing on follow-up activities. Ms. Pahl stated that the Census Bureau began telephone followup October 6 and will continue to November 6. Personal visit follow-up began in September and should be completed by the beginning of December 2005. Survey results will be received in spring 2006.

Ms. Pahl stated that the Census Bureau estimated the cost of the Survey using the assumptions that 50 percent of the surveys would be returned by mail; 25 percent of the surveys would be completed by telephone interview; and the remaining 25 percent of the surveys would be completed by personal visits. Ms. Pahl noted that personal visits are the most costly way to collect information. Ms. Pahl advised that there were a number of questionnaires that were returned due a residence being vacant, a bad address or no mail receptacle. She explained that the Census Bureau calls these addresses "undeliverable as addressed," or UAA. Ms. Pahl stated that the Census Bureau estimated that about one-third of the UAAs were vacant residences, for which they will not be conducting followups. She added that they will visit a sub-sample of the bad address and no mail receptacle UAAs with the households who did not respond via mail or telephone.

Ms. Pahl advised that although the revised estimate shows fewer questionnaires being completed via telephone and more being completed via personal visit, the Census Bureau is confident they will stay within the budgeted amount. The Census Bureau has estimated that they will be able to do more phone interviews and stay within the budget. Ms. Pahl then spoke about the advertising and public outreach strategy, including news coverage on television, radio, and in the newspaper. She noted that much of this effort has been completed by the City of Phoenix in conjunction with the Census Survey Oversight Group. Ms. Pahl stated that a press conference was held September 16 at MAG with the Director of the U.S. Census Bureau, Charles Kincannon. She expressed appreciation to the elected officials that attended, Litchfield Park Mayor Woody Thomas, El Mirage Mayor Fred Waterman, Goodyear Mayor James Cavanaugh, Chandler Vice Mayor Phillip Westbrooks, Mesa Vice Mayor Claudia Walters and Tempe Vice Mayor Mark Mitchell.

Ms. Pahl stated that member agencies used the weekly progress reports to target low return rate areas by placing door hangers, brochures, etc., in those areas. She added that member agencies are continuing their promotion of the 2005 Census Survey, including neighborhood events. The City of Phoenix created two additional public service announcements that were distributed to all Channel 11 studios in Maricopa County. There is also a weekly spot on Radio Campesina every Monday afternoon for 10 minutes, and any city can participate. Chair Hawker thanked Ms. Pahl for her report and asked members if they had questions.

Mayor Scruggs asked if UAAs reduced the sample for that community and how UAAs affected the results for that community. Ms. Pahl replied that every community in every census has had UAAs. She advised that followups will be conducted on the UAAs of bad addresses or no mail receptacles. Mayor Scruggs asked if the UAA rate tracked equally across the region. Ms. Pahl replied that they did.

Mr. Smith commented that a Census Bureau representative videoconferenced to the Management Committee because there was concern at that time about the cost. He said that costs are approximately \$7.7 million in the contract. In addition, the City of Phoenix identified \$200,000 for regional advertising and there are also local office costs. Mr. Smith noted that at the Management Committee meeting, Frank Fairbanks indicated that the goal should be getting a quality count rather than cutting costs and not achieving that goal.

11. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action. No comments from the Council were noted.

There being no further business, the Regional Council meeting adjourned at 6:32 p.m.

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Chair

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Secretary

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

December 6, 2005

**SUBJECT:**

Proposed Amendment and Administrative Adjustment to the FY 2006-2010 Transportation Improvement Program (TIP) for Highway and Transit Projects

**SUMMARY:**

On July 25, 2005, the FY 2006-2010 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council. Since that time, the Transportation Review Committee agreed to implement a revised procedure for implementing TIP Amendments and/or Administrative Adjustments. Changes to the TIP under these categories are now handled on a quarter-yearly basis, except in exceptional circumstances. Since approval of the TIP in July, there have been two projects in Phoenix and one in Scottsdale that need to be added to the TIP and a TIP Amendment is necessary to carry out these additions. Furthermore, there are several changes that can be accomplished by means of an Administrative Adjustment. These include: (1) several changes to the funding of Valley Metro transit projects; (2) the deferral of two projects in Tempe and one in Paradise Valley; (3) a change to the funding of an intersection project in Mesa; (4) a restructure of a project in Glendale to advance design a FY 2009 project to FY 2006; (5) and a change to the funding of an ADOT Santan freeway project. Consultation on the air quality conformity assessment for both of the proposed Amendment and Adjustment changes is considered under a separate agenda item. The Transportation Review and Management Committees have both unanimously recommended approval of the project changes described above. Due to the cancellation of the November 16, 2005 Transportation Policy Committee meeting, material on the requested amendment was provided to TPC members for their information.

**PUBLIC INPUT:**

Opportunities for public input were provided at the MAG Transportation Review Committee meeting on October 27, 2005 and at the Management Committee meeting on November 9, 2005. All of the projects are included in the air quality conformity consultation process, and this consultation is being considered as a separate agenda item. A citizen submitted comments to MAG staff that people should be a priority for transit improvements, not vehicles. The citizen also wanted to have public restrooms at transit facilities.

**PROS & CONS:**

PROS: Approval of this TIP amendment/adjustment 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 assessment.

POLICY: This amendment and/or administrative adjustment request is in accord with all MAG guidelines.

**ACTION NEEDED:**

Approval of a TIP Amendment and Administrative Adjustment to the FY 2006-2010 MAG Transportation Improvement Program to add one new Safety (STP-HES) Funded project and one new High Priority (HPP) Funded project in Phoenix and one new Enhancement (STP-TEA) Funded project in Scottsdale and to make several adjustments to transit projects, and changes to existing highway projects as shown in the attached tables.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: On November 9, 2005, the MAG Management Committee unanimously recommended approval of a TIP Amendment to add one new Safety (STP-HES) Funded project and one new High Priority (HPP) Funded project in Phoenix and one new Enhancement (STP-TEA) Funded project in Scottsdale and to make several adjustments to transit projects, and changes to existing highway projects as shown in attached tables.

MEMBERS ATTENDING

Mike Hutchinson, Mesa, Chair	Mark Johnson, Guadalupe
Ed Beasley, Glendale, Vice Chair	Darryl Crossman, Litchfield Park
# George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Stephanie Prybyl for Charlie McClendon, Avondale	Terry Ellis, Peoria
Carroll Reynolds, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	# Cynthia Seelhammer, Queen Creek
* Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River
Mark Pentz, Chandler	Pima-Maricopa Indian Community
* B.J. Cornwall, El Mirage	Jan Dolan, Scottsdale
* Orlando Moreno, Fort McDowell Yavapai Nation	Jim Rumpeltes, Surprise
Tim Pickering, Fountain Hills	Will Manley, Tempe
* Lynn Farmer, Gila Bend	* Reyes Medrano, Tolleson
* Urban Giff, Gila River Indian Community	* Shane Dille, Wickenburg
George Pettit, Gilbert	Mark Fooks, Youngtown
Stephen Cleveland, Goodyear	Dale Buskirk for Victor Mendez, ADOT
	David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: On October 27, 2005, the MAG Transportation Review Committee unanimously recommended approval of an Amendment and an Administrative Adjustment to the FY 2006-2010 Transportation Improvement Program for highway and transit projects.

## MEMBERS ATTENDING

- Maricopa County: Mike Ellegood, Chairman
- ADOT: Bill Hayden for Dan Lance
- Avondale: David Fitzhugh
- Chandler: Patrice Kraus
- \* El Mirage: B.J. Cornwall
- Fountain Hills: Randy Harrel
- \* Gila Bend: Lynn Farmer
- Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- \* Guadalupe, Jim Ricker
- \* Litchfield Park: Mike Cartsonis
- Mesa: Jim Huling for Jeff Martin
- Paradise Valley: Robert M. Cicarelli
- \* Peoria: David Moody
- Phoenix: Tom Callow, Vice Chairman
- \* Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Mary O'Connor
- Surprise: Randy Overmyer
- \* Tempe: Carlos De Leon
- \* Wickenburg: Shane Dille

## EX-OFFICIO MEMBERS ATTENDING

- \* Regional Bicycle Task Force: Randi Alcott, RPTA
- \* Street Committee: Larry Shobe, Tempe
- \* ITS Committee: Alan Sanderson
- \* Pedestrian Working Group: Eric Iwersen, Tempe
- \* Telecommunications Advisory Group:

\* Members neither present nor represented by proxy.

## **CONTACT PERSON:**

Paul Ward, MAG, 602-254-6300.



Table One A - Amendment to the FY 2006-2010 MAG TIP for Highway Projects (Amendment Number 1)  
The listed project DOES NOT involve FTA funds, NOR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
PHX06-604	Phoenix	35th Ave at McDowell Rd: Safety improvements, including installation of new street lighting	2006	New	STP-HES	\$7,098	\$117,420	\$0	\$124,518	Add new Safety project to FY 2006 with STP-HES funds
PHX06-605	Phoenix	3400 West McDowell Rd: Design pedestrian bridge	2006	New	HPP	\$40,000	\$660,000	\$0	\$700,000	Add new High Priority project to FY 2006 with HPP funds
SCT06-618	Scottsdale	Arizona Canal (Sun Circle Trail): Goldwater Blvd to Scottsdale Rd: Construct grade-separated trail connection along the Arizona Canal	2006	New	STP-TEA	\$386,000	\$364,000	\$0	\$750,000	Re-add Enhancement funded project to FY 2006 with \$364,000 STP-TEA funds
Total added to (or deleted from) the FY 2006-2010 MAG TIP:						\$433,098	\$1,141,420	\$0	\$1,574,518	

Table Two A - Administrative Adjustment to the FY 2006-2010 MAG TIP for Highway Projects  
The listed projects DO NOT involve FTA funds, NOR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
DOT09-698	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd: Widen freeway from 4 to 6 lanes, plus HOV lanes	2009	New	NHS	(\$2,394,000)	(\$39,606,000)	\$0	(\$42,000,000)	Delete this project with State Local match and replace with the following project.
DOT09-698R	ADOT	10: Loop 202 (Santan Fwy) to Riggs Rd: Widen freeway from 4 to 6 lanes, plus HOV lanes	2009	New	NHS	\$0	\$39,606,000	\$2,394,000	\$42,000,000	Replaces above project with a project that has RARF II as local match.
GLN08-606	Glendale	Glendale Sports Facilities: Installation of fiber optic cable and video detection cameras	2009	Deleted	CMAQ	(\$439,140)	(\$439,200)	\$0	(\$878,340)	Delete project and replace with advance design phase in FY 2006 and repayment and construction phases in FY 2009

Table Two A - Administrative Adjustment to the FY 2006-2010 MAG TIP for Highway Projects  
The listed projects DO NOT involve FTA funds, NOR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
GLN08-606D	Glendale	Glendale Sports Facilities: Advance design of fiber optic cable and video detection cameras	2006	New	Local	\$150,000	\$0	\$0	\$150,000	Add new advance design project in FY 2006 for repayment in FY 2009
GLN08-606DX	Glendale	Glendale Sports Facilities: Repayment of advance design of fiber optic cable and video detection cameras	2009	New	CMAQ	(\$120,000)	\$120,000	\$0	\$0	Add new repayment project in FY 2009 to repay advance design in FY 2006
GLN08-606C	Glendale	Glendale Sports Facilities: Installation of fiber optic cable and video detection cameras	2009	New	CMAQ	\$409,140	\$319,200	\$0	\$728,340	Add new construction phase in FY 2009 following break up of project into advance design and construction phases
MES110-09C	Mesa	Dobson Rd at Guadalupe Rd: Construct intersection improvement	2009	Deleted	CMAQ	(\$653,830)	\$0	(\$1,525,605)	(\$2,179,435)	Deleted CMAQ funded project and replace with following project
MES110-09CR	Mesa	Dobson Rd at Guadalupe Rd: Construct intersection improvement	2009	New	RARF II	\$653,830	\$0	\$1,525,605	\$2,179,435	Replace above CMAQ funded project with a RARF II funded project
PVY06-201C	Paradise Valley	Lincoln Dr: 32nd St to Invergordon Rd: Construct pedestrian path on south side of Lincoln Dr	2006	Deferred	CMAQ	\$80,000	\$400,000	\$0	\$480,000	Re-add to FY 2006 following deferral from FY 2005
TMP04-104	Tempe	Western Canal: Price Rd to Kiwanis Park - Phase 1: Design and construct multi-use path	2006	Deferred	CMAQ	\$300,000	\$1,250,000	\$0	\$1,550,000	Re-add to FY 2006 following deferral from FY 2005
TMP04-224	Tempe	Western Canal: Ken McDonald GC to Baseline Rd (phase 2): Construct multi-use path	2006	Deferred	CMAQ	\$400,000	\$1,600,000	\$0	\$2,000,000	Re-add to FY 2006 following deferral from FY 2005
Total of Highway projects added to (or deleted from) the FY 2006-2010 MAG TIP:						(\$1,614,000)	\$3,250,000	\$2,394,000	\$4,030,000	

Table Two B - Administrative Adjustment to the FY 2006-2010 MAG TIP for Transit Projects  
The listed project ALL involve FTA funds, OR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
PHX10-618T	Phoenix	Regionwide: Purchase bus: standard - 5 expand	2010	Deleted	Local	(\$2,140,000)	\$0	\$0	(\$2,140,000)	Delete this locally funded project with the following project
PHX10-618TR	Phoenix	Regionwide: Purchase bus: standard - 5 expand	2010	New	PTF	\$0	\$0	\$2,140,000	\$2,140,000	Change Fund Type from Local to PTF
Various	Valley Metro	18 various transit projects	2006	Deleted	Local	(\$47,047,400)	\$0	\$0	(\$47,047,400)	Delete 18 locally funded projects and replace with the following 18 PTF funded projects
VMT06-603TR	Valley Metro	Regionwide: Purchase bus: standard - 10 expand Articulated	2006	New	PTF	\$0	\$0	\$5,180,900	\$5,180,900	Change Fund Type from Local to PTF
VMT06-607TR	Valley Metro	Regionwide: Purchase new fareboxes - 10 expand	2006	New	PTF	\$0	\$0	\$105,263	\$105,263	Change Fund Type from Local to PTF
VMT06-612TR	Valley Metro	Regionwide: Purchase new radios/VMS - 10 expand	2006	New	PTF	\$0	\$0	\$127,490	\$127,490	Change Fund Type from Local to PTF
VMT07-618TR	Valley Metro	Regionwide: Purchase bus: standard - 13 expand Articulated	2007	New	PTF	\$0	\$0	\$7,263,178	\$7,263,178	Change Fund Type from Local to PTF
VMT07-623TR	Valley Metro	Regionwide: Purchase new fareboxes - 13 expand	2007	New	PTF	\$0	\$0	\$155,233	\$155,233	Change Fund Type from Local to PTF
VMT07-627TR	Valley Metro	Regionwide: Purchase new radios/VMS - 13 expand	2007	New	PTF	\$0	\$0	\$170,716	\$170,716	Change Fund Type from Local to PTF
VMT08-632TR	Valley Metro	Regionwide: Acquire right of way and design regional transit center (4-bay)	2008	New	PTF	\$0	\$0	\$737,924	\$737,924	Change Fund Type from Local to PTF
VMT08-633TR	Valley Metro	Regionwide: Acquire right of way and design regional transit center (6-bay)	2008	New	PTF	\$0	\$0	\$1,106,886	\$1,106,886	Change Fund Type from Local to PTF

Table Two B - Administrative Adjustment to the FY 2006-2010 MAG TIP for Transit Projects  
The listed project ALL involve FTA funds, OR the transfer of FHWA funds to FTA.

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
VMT09-643TR	Valley Metro	Regionwide: Construct regional transit center (4-bay)	2009	New	PTF	\$0	\$0	\$737,924	\$737,924	Change Fund Type from Local to PTF
VMT09-644TR	Valley Metro	Regionwide: Construct regional transit center (6-bay)	2009	New	PTF	\$0	\$0	\$1,106,886	\$1,106,886	Change Fund Type from Local to PTF
VMT09-646TR	Valley Metro	Regionwide: Install bus stop passenger improvements - 55 sites	2009	New	PTF	\$0	\$0	\$810,000	\$810,000	Change Fund Type from Local to PTF
VMT09-650TR	Valley Metro	Regionwide: Purchase bus: commuter - 8 expand	2009	New	PTF	\$0	\$0	\$4,680,000	\$4,680,000	Change Fund Type from Local to PTF
VMT09-651TR	Valley Metro	Regionwide: Purchase bus: standard - 19 (of 22) expand	2009	New	PTF	\$0	\$0	\$7,600,000	\$7,600,000	Change Fund Type from Local to PTF
VMT10-657TR	Valley Metro	Regionwide: Install bus stop passenger improvements - 55 sites	2010	New	PTF	\$0	\$0	\$810,000	\$810,000	Change Fund Type from Local to PTF
VMT10-658TR	Valley Metro	Regionwide: Purchase bus: < 30 foot - 1 Expand (rural)	2010	New	PTF	\$0	\$0	\$70,000	\$70,000	Change Fund Type from Local to PTF
VMT10-662TR	Valley Metro	Regionwide: Purchase bus: commuter - 26 expand	2010	New	PTF	\$0	\$0	\$11,700,000	\$11,700,000	Change Fund Type from Local to PTF
VMT10-663TR	Valley Metro	Regionwide: Purchase bus: standard - 8 expand	2010	New	PTF	\$0	\$0	\$3,200,000	\$3,200,000	Change Fund Type from Local to PTF
VMT10-665TR	Valley Metro	Regionwide: Purchase vanpools: 45 replace	2010	New	PTF	\$0	\$0	\$1,485,000	\$1,485,000	Change Fund Type from Local to PTF
Total of transit projects added to (or deleted from) the FY 2006-2010 MAG TIP:						(\$49,187,400)	\$0	\$49,187,400	\$0	

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

December 6, 2005

**SUBJECT:**

Requested Changes to Federal Functional Classification of Roads

**SUMMARY:**

On February 23, 2005, the Regional Council concurred with a series of requested changes to the federal functional classification of urban roadways within the region. These requested changes have been forwarded to ADOT for further action. In addition to those changes, member agencies recently submitted requests for a similar upgrade to the functional classification of rural roadways in the region. In addition, the City of Scottsdale has requested a change to downgrade an urban road segment from urban collector to local street. The MAG Street Committee, the Transportation Review Committee, and the Management Committee recommended concurrence with the changes identified. Please refer to the attached map and list of proposed changes.

**PUBLIC INPUT:**

Opportunities for public input were available at the Street Committee and TRC meetings in October 2005 and the Management Committee in November 2005. To date, no pertinent public comment on this item input has been received.

**PROS & CONS:**

PROS: Concurrence with this item will allow ADOT and FHWA to proceed with the formal reclassifying of streets in the MAG region. Further reclassifying will be considered in future months, especially for rural roadways in the MAG region.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: This item is being addressed in cooperation with ADOT and FHWA.

POLICY: The Functional Classification System is a Federal requirement and the update is being carried out as part of a Statewide process.

**ACTION NEEDED:**

Concurrence with the changes in Federal Functional Classification as shown in the attached map and list.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: On November 9, 2005, the Management Committee recommended concurrence with the changes in Federal Functional Classification, with one abstention (shaded). A request was made to provide a list of projects, in addition to the map already provided.

## MEMBERS ATTENDING

Mike Hutchinson, Mesa, Chair  
Ed Beasley, Glendale, Vice Chair  
# George Hoffman, Apache Junction  
Stephanie Prybyl for Charlie McClendon,  
Avondale  
Carroll Reynolds, Buckeye  
\* Jon Pearson, Carefree  
\* Usama Abujbarah, Cave Creek  
Mark Pentz, Chandler  
\* B.J. Cornwall, El Mirage  
\* Orlando Moreno, Fort McDowell Yavapai  
Nation  
Tim Pickering, Fountain Hills  
\* Lynn Farmer, Gila Bend  
\* Urban Giff, Gila River Indian Community  
George Pettit, Gilbert  
Stephen Cleveland, Goodyear

Mark Johnson, Guadalupe  
Darryl Crossman, Litchfield Park  
Tom Martinsen, Paradise Valley  
Terry Ellis, Peoria  
Frank Fairbanks, Phoenix  
# Cynthia Seelhammer, Queen Creek  
\* Bryan Meyers, Salt River  
Pima-Maricopa Indian Community  
Jan Dolan, Scottsdale  
Jim Rumpeltes, Surprise  
Will Manley, Tempe  
\* Reyes Medrano, Tolleson  
\* Shane Dille, Wickenburg  
Mark Fooks, Youngtown  
**Dale Buskirk for Victor Mendez, ADOT**  
David Smith, Maricopa County  
David Boggs, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee: On October 27, 2005, the MAG Transportation Review Committee recommended concurrence with the changes in Federal Functional Classification as recommended by the Street Committee and as shown in the attached map. There was one agency not voting (**shaded**).

## MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairman  
**ADOT: Bill Hayden for Dan Lance**  
Avondale: David Fitzhugh  
Chandler: Patrice Kraus  
\* El Mirage: B.J. Cornwall  
Fountain Hills: Randy Harrel  
\* Gila Bend: Lynn Farmer  
Gilbert: Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Cato Esquivel  
\* Guadalupe, Jim Ricker

\* Litchfield Park: Mike Cartsonis  
Mesa: Jim Huling for Jeff Martin  
Paradise Valley: Robert M. Cicarelli  
\* Peoria: David Moody  
Phoenix: Tom Callow, Vice Chairman  
\* Queen Creek: Mark Young  
RPTA: Bryan Jungwirth  
Scottsdale: Mary O'Connor  
Surprise: Randy Overmyer  
\* Tempe: Carlos De Leon  
\* Wickenburg: Shane Dille

## EX-OFFICIO MEMBERS ATTENDING

\* Regional Bicycle Task Force: Randi Alcott, RPTA  
\* Street Committee: Larry Shobe, Tempe  
\* ITS Committee: Alan Sanderson

\* Pedestrian Working Group: Eric Iwersen, Tempe  
\* Telecommunications Advisory Group:

\* Members neither present nor represented by proxy.

Street Committee: On October 11, 2005, the MAG Street Committee unanimously recommended concurrence with the changes in Federal Functional Classification as shown in the attached map. There was one agency not voting (**shaded**).

**MEMBERS ATTENDING**

- |                                               |                                                 |
|-----------------------------------------------|-------------------------------------------------|
| Don Herp, Phoenix, Acting Chairman            | Darryl Crossman, Litchfield Park                |
| <b>Andrew Smith, ADOT</b>                     | Chris Plumb, Maricopa County                    |
| * Carnell Thurman, Avondale                   | Patrick Pittenger, Mesa                         |
| * Chris Young, Buckeye                        | Andrew Cooper, Paradise Valley                  |
| Dan Cook, Chandler                            | Burton Charron, Peoria                          |
| * Lynn Farmer, Gila Bend                      | Mark Young, Queen Creek                         |
| * Michael Vinson, Gila River Indian Community | * Elaine Cabrera, Salt River Pima-Maricopa I.C. |
| Bruce Ward, Gilbert                           | Dave Meinhart, Scottsdale                       |
| Dan Sherwood, Glendale                        | Bob Maki for Brian Pirooz, Surprise             |
| Don French, Goodyear                          | * Larry Shobe, Tempe                            |
| Jim Ricker, Guadalupe                         | Richard Rawnsley for Jason Earp, Tolleson       |
|                                               | * Jesse Mendez, Youngtown                       |

\* Members neither present nor represented by proxy.

**CONTACT PERSON:**

Paul Ward, MAG, 602-254-6300.



## Federal Functional Classification Requests - Segment Listing

Agency Requesting Change	Route Description			Requested Federal Functional Classification
	Route	From	To	
Maricopa County	El Mirage Rd	Happy Valley Rd Alignment	Jomax Rd	Rural Minor Arterial
	Eagle Eye Rd	Salome Highway	US 60	Rural Major Collector
	431st Avenue	Courthouse Rd	Salome Highway	
	Centennial Rd	523 Ave Ave Alignment	Salome Highway	
	411th Avenue	Salome Highway	Interstate 10	
	339th Avenue	Salome Highway	Indian School Rd	
	Palo Verde Rd	Old-US 80	Interstate 10	
	Patterson Rd	Old-US 80	State Route 85	
	Riggs Rd	207th Ave	Cotton Lane Alignment	
	207th Ave	Riggs Rd	Germann Rd	
	Germann Rd	207th Avenue	Tuthill Rd	
	Tuthill Rd	Germann Rd	Elliot Rd	
	Elliot Rd	Airport Rd	Cotton Lane Alignment	
	Estrella Parkway	Cotton Lane Alignment	Southern Ave Alignment	
	243rd Ave	Sun Valley Parkway	US 60	
	211th Avenue	Cloud Rd	State Route 74	
	163rd Avenue	US 60	Dove Valley Rd	
	Jomax Rd	179th Ave Alignment	El Mirage Rd Alignment	
	New River Rd	Interstate 17	Carefree Highway	
Scottsdale	Cactus Rd	96th St	Frank Lloyd Wright Boulevard	Urban Local

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

December 6, 2005

**SUBJECT:**

Request by Gila Bend to Utilize the HURF Exchange Mechanism

**SUMMARY:**

The FY 2006-2010 MAG TIP was approved by the Regional Council on July 27, 2005. The TIP contains a Gila Bend project to carry out pedestrian improvements to a facility along Martin Avenue in the vicinity of Pima Street, also known as State Route 85. This project is currently funded with \$188,600 in MAG Surface Transportation Program (STP) funds and a local match of \$11,400.

The Town would like to take the option of utilizing the HURF Swap mechanism to exchange the STP-MAG funds for State HURF. This would allow the Town to develop the project as a locally funded project and not as a federally funded project, which simplifies the process. ADOT provides 90 percent of the amount of STP funds involved in the form of HURF funds and would then utilize the STP funds wherever they feel is appropriate on another part of the State highway system. Generally, MAG member agencies are not eligible to utilize the HURF Swap option, but the funds concerned are a special subset of STP funds (known as "Outside Urban" funds, or State-Flex funds) and are therefore eligible for this exchange program. Members are being asked to recommend that Gila Bend be allowed to utilize the HURF Swap mechanism for this particular project. A TIP Administrative Adjustment is also requested to allow this project to proceed. The Street Committee, the TRC, and the Management Committee unanimously recommended approving the use of the HURF Swap and the TIP Administrative Adjustment for the Gila Bend project.

**PUBLIC INPUT:**

Opportunities for public input were available at the Street Committee and TRC meetings in October, 2005 and at the Management Committee meeting in November. To date, no direct public comment on this item has been received.

**PROS & CONS:**

PROS: Approval of this item will allow Gila Bend and ADOT to proceed with the implementation of the project concerned.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The only MAG Federal funds available for the HURF swap are the "Outside Urban" funds, also known as Surface Transportation Program - State Flexible funds, allocated through the Resource Allocation Advisory Committee process. As Gila Bend is outside the urban area, it is eligible to utilize the HURF swap. Regular sub-allocated STP (STP-MAG) funds are not eligible for the HURF swap.

POLICY: Policies regulating the utilization of HURF in place of Federal funds will be followed.

**ACTION NEEDED:**

Approval of allowing Gila Bend to utilize the HURF Swap mechanism for the project along Martin Avenue in the vicinity of Pima Street, also known as State Route 85, and to authorize a TIP Administrative Adjustment to allow the project to proceed.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: On November 9, 2005, the Management Committee recommended approval of allowing Gila Bend to utilize the HURF Swap mechanism for the project along Martin Avenue in the vicinity of Pima Street, also known as State Route 85, and to authorize a TIP Administrative Adjustment to allow the project to proceed.

MEMBERS ATTENDING

Mike Hutchinson, Mesa, Chair	Mark Johnson, Guadalupe
Ed Beasley, Glendale, Vice Chair	Darryl Crossman, Litchfield Park
# George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Stephanie Prybyl for Charlie McClendon, Avondale	Terry Ellis, Peoria
Carroll Reynolds, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	# Cynthia Seelhammer, Queen Creek
* Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River
Mark Pentz, Chandler	Pima-Maricopa Indian Community
* B.J. Cornwall, El Mirage	Jan Dolan, Scottsdale
* Orlando Moreno, Fort McDowell Yavapai Nation	Jim Rumpeltes, Surprise
Tim Pickering, Fountain Hills	Will Manley, Tempe
* Lynn Farmer, Gila Bend	* Reyes Medrano, Tolleson
* Urban Giff, Gila River Indian Community	* Shane Dille, Wickenburg
George Pettit, Gilbert	Mark Fooks, Youngtown
Stephen Cleveland, Goodyear	Dale Buskirk for Victor Mendez, ADOT
	David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: On October 27, 2005, the MAG Transportation Review Committee unanimously recommended allowing Gila Bend to utilize the HURF Swap mechanism for this project and to authorizing a TIP Administrative Adjustment to allow the project to proceed.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairman	* Litchfield Park: Mike Cartsonis
ADOT: Bill Hayden for Dan Lance	Mesa: Jim Huling for Jeff Martin
Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	* Peoria: David Moody
* El Mirage: B.J. Cornwall	Phoenix: Tom Callow, Vice Chairman
Fountain Hills: Randy Harrel	* Queen Creek: Mark Young
* Gila Bend: Lynn Farmer	RPTA: Bryan Jungwirth
Gilbert: Tami Ryall	Scottsdale: Mary O'Connor
Glendale: Terry Johnson	Surprise: Randy Overmyer
Goodyear: Cato Esquivel	* Tempe: Carlos De Leon
* Guadalupe, Jim Ricker	* Wickenburg: Shane Dille

## EX-OFFICIO MEMBERS ATTENDING

- \* Regional Bicycle Task Force: Randi Alcott, RPTA
- \* Street Committee: Larry Shobe, Tempe
- \* ITS Committee: Alan Sanderson
- \* Pedestrian Working Group: Eric Iwersen, Tempe
- \* Telecommunications Advisory Group:
- \* Members neither present nor represented by proxy.

Street Committee: On October 11, 2005, the MAG Street Committee unanimously recommended allowing Gila Bend to utilize the HURF Swap mechanism for this project and to authorizing a TIP Administrative Adjustment to allow the project to proceed.

## MEMBERS ATTENDING

- Don Herp, Phoenix, Acting Chairman
- Andrew Smith, ADOT
- \* Carnell Thurman, Avondale
- \* Chris Young, Buckeye
- Dan Cook, Chandler
- \* Lynn Farmer, Gila Bend
- \* Michael Vinson, Gila River Indian Community
- Bruce Ward, Gilbert
- Dan Sherwood, Glendale
- Don French, Goodyear
- Jim Ricker, Guadalupe
- Darryl Crossman, Litchfield Park
- Chris Plumb, Maricopa County
- Patrick Pittenger, Mesa
- Andrew Cooper, Paradise Valley
- Burton Charron, Peoria
- Mark Young, Queen Creek
- \* Elaine Cabrera, Salt River Pima-Maricopa I.C.
- Dave Meinhart, Scottsdale
- Bob Maki for Brian Pirooz, Surprise
- \* Larry Shobe, Tempe
- Richard Rawnsley for Jason Earp, Tolleson
- \* Jesse Mendez, Youngtown
- \* Members neither present nor represented by proxy.

## **CONTACT PERSON:**

Paul Ward, MAG, 602-254-6300.

Table One - Administrative Adjustment to the FY 2006-2010 MAG TIP for Highway Project

Proj #	Agency	Description	FY	Status	Fund Type	Local Cost	Fed. Cost	Reg. Cost	Total Cost	Errata Reason
GBD05-202	Gila Bend	Martin Ave: Old Main St to Stout St: Pedestrian improvements	2006	Deleted	STP-MAG	(\$11,400)	(\$188,600)	\$0	(\$200,000)	Project deleted and replaced with GBD05-202R due to HURF swap and change in scope
GBD05-202R	Gila Bend	Martin Ave at Pima St (SR-85): Pedestrian improvements	2006	New	STP-MAG	\$11,400	\$188,600	\$0	\$200,000	New project added to FY 2006 with \$169,740 State HURF (replaces the STP-MAG funded GBD05-202 in FY 2006 as part of HURF exchange program)
GBD05-202RX	Gila Bend	Martin Ave at Pima St (SR-85): Pedestrian improvements (HURF Exchange)	2006	New	State	\$18,860	(\$188,600)	\$169,740	\$0	New project added to FY 2006 as an exchange project for \$188,600 in STP funds with \$169,740 State HURF and \$18,860 Local funds
Totals for Highway Projects added to the FY 2006-2010 MAG TIP:						\$18,860	(\$188,600)	\$169,740	\$0	

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

December 6, 2005

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

MAG is conducting consultation on a conformity assessment for an amendment to the FY 2006-2010 MAG Transportation Improvement Program (TIP). The proposed amendment includes a new Safety funded project in Phoenix and a Transportation Enhancement funded project in Scottsdale for addition to FY 2006. In addition, some projects that were previously requested for deferral, need to be added to the TIP. Comments on the conformity assessment are requested by December 9, 2005.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment requires consultation on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and minor project revisions that do not require a conformity determination.

**PUBLIC INPUT:**

No public comment has been received on this item, but an opportunity for comment was provided at the November 9, 2005 MAG Management Committee meeting.

**PROS & CONS:**

**PROS:** Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP.

**CONS:** The review of conformity assessment requires additional time in the project approval process.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The amendment may not be considered until the consultation process for the conformity assessment is completed.

**POLICY:** Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

**ACTION NEEDED:**

Consultation.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: This item was on the agenda of the November 9, 2005 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

Mike Hutchinson, Mesa, Chair	Mark Johnson, Guadalupe
Ed Beasley, Glendale, Vice Chair	Darryl Crossman, Litchfield Park
# George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Stephanie Prybyl for Charlie McClendon, Avondale	Terry Ellis, Peoria
Carroll Reynolds, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	# Cynthia Seelhammer, Queen Creek
* Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River
Mark Pentz, Chandler	Pima-Maricopa Indian Community
* B.J. Cornwall, El Mirage	Jan Dolan, Scottsdale
* Orlando Moreno, Fort McDowell Yavapai Nation	Jim Rumpeltes, Surprise
Tim Pickering, Fountain Hills	Will Manley, Tempe
* Lynn Farmer, Gila Bend	* Reyes Medrano, Tolleson
* Urban Giff, Gila River Indian Community	* Shane Dille, Wickenburg
George Pettit, Gilbert	Mark Fooks, Youngtown
Stephen Cleveland, Goodyear	Dale Buskirk for Victor Mendez, ADOT
	David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee: On October 27, 2005, the MAG Transportation Review Committee recommended approval of an Amendment and an Administrative Adjustment to the FY 2006-2010 MAG Transportation Improvement Program for Highway and Transit Projects.

MEMBERS ATTENDING

Maricopa County: Mike Ellegood, Chairperson	*Litchfield Park: Mike Cartsonis
ADOT: Bill Hayden for Dan Lance	Mesa: Jim Huling for Jeff Martin
Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	*Peoria: David Moody
*El Mirage: B.J. Cornwall	Phoenix: Tom Callow, Vice Chairperson
Fountain Hills: Randy Harrel	*Queen Creek: Mark Young
*Gila Bend: Lynn Farmer	RPTA: Bryan Jungwirth
Gilbert: Tami Ryall	Scottsdale: Mary O'Connor
Glendale: Terry Johnson	Surprise: Randy Overmyer
Goodyear: Cato Esquivel	*Tempe: Carlos De Leon
*Guadalupe, Jim Ricker	*Wickenburg: Shane Dille

EX-OFFICIO MEMBERS ATTENDING

\*Regional Bicycle Task Force: Randi Alcott, RPTA

\*Street Committee: Larry Shobe, City of Tempe

\*ITS Committee: Alan Sanderson

\*Pedestrian Working Group: Eric Iwersen, City of Tempe

\*Telecommunications Advisory Group:

\* Members neither present nor represented by proxy.

+Attended by Videoconference

**CONTACT PERSON:**

Dean Giles, MAG, (602) 254-6300.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

December 6, 2005

**SUBJECT:**

MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge

**SUMMARY:**

The City of Glendale has requested that MAG amend the 208 Water Quality Management Plan to include the West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System (AZPDES) Permit Discharge. The facility is identified in the current MAG 208 Plan with an ultimate capacity of 15 million gallons per day and reclaimed water being disposed of through reuse and recharge. This amendment would identify an AZPDES permit discharge for the West Area Water Reclamation Facility to accommodate future effluent discharges into the New River. The project is within three miles of the City of Avondale, City of El Mirage, City of Litchfield Park, City of Peoria, City of Phoenix, Luke Air Force Base, and unincorporated Maricopa County. To date, six of the seven entities have indicated that they have no objections.

**PUBLIC INPUT:**

On October 12, 2005, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendment. No public comments were received on the Draft 208 Amendment. An opportunity for public comment was also provided at the November 9, 2005 MAG Management Committee meeting and no public comments were received.

**PROS & CONS:**

**PROS:** Approval of the 208 Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge would make the facility consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

**CONS:** Currently, there do not appear to be any negative impacts associated with the approval of the 208 Plan Amendment.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The 208 Plan Amendment is needed to accommodate future effluent discharges into the New River under the Arizona Department of Environmental Quality Arizona Pollutant Discharge Elimination System permit program.

**POLICY:** The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region. Approval of the 208 Plan Amendment would enable the facility to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

**ACTION NEEDED:**

Approval of the MAG 208 Water Quality Management Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: On November 9, 2005, the MAG Management Committee unanimously recommended approval of the Draft 208 Plan Amendment.

MEMBERS ATTENDING

Mike Hutchinson, Mesa, Chair	Mark Johnson, Guadalupe
Ed Beasley, Glendale, Vice Chair	Darryl Crossman, Litchfield Park
# George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Stephanie Prybyl for Charlie McClendon, Avondale	Terry Ellis, Peoria
Carroll Reynolds, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	# Cynthia Seelhammer, Queen Creek
* Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River
Mark Pentz, Chandler	Pima-Maricopa Indian Community
* B.J. Cornwall, El Mirage	Jan Dolan, Scottsdale
* Orlando Moreno, Fort McDowell Yavapai Nation	Jim Rumpeltes, Surprise
Tim Pickering, Fountain Hills	Will Manley, Tempe
* Lynn Farmer, Gila Bend	* Reyes Medrano, Tolleson
* Urban Giff, Gila River Indian Community	* Shane Dille, Wickenburg
George Pettit, Gilbert	Mark Fooks, Youngtown
Stephen Cleveland, Goodyear	Dale Buskirk for Victor Mendez, 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.

Water Quality Advisory Committee: On October 12, 2005, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment for the City of Glendale West Area Water Reclamation Facility Arizona Pollutant Discharge Elimination System Permit Discharge. Following the hearing, the Committee unanimously recommended approval of the Draft 208 Plan Amendment to the MAG Management Committee.

MEMBERS ATTENDING

Roger Klingler, Scottsdale, Chair	#Peoria: Shawn Kreuzwiesner for
Avondale: Greg Stack	Steven Bontrager
Buckeye: Lucky Roberts	Phoenix: Robert Hollander
#Chandler: Jacqueline Strong	Surprise: Rich Williams Sr.
*El Mirage: Michael Salisbury for	Tempe: David McNeil
Kimberly Furphy	Maricopa County: Dale Bodiya for John
*Gilbert: Lonnie Frost	Power
Glendale: Chris Ochs	Pinnacle West Capital: John Boyer
#Goodyear: David Iwanski	*Salt River Project: Ray Hedrick
#Mesa: Bill Haney	*U of A Cooperative Extension: Patrick Clay
	Citizen Representative: Eugene Jensen

\*Those members neither present nor represented by proxy.

#Attended by videoconference or by telephone conference call.

**CONTACT PERSON:**

Julie Hoffman, MAG, 602-254-6300

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

December 6, 2005

**SUBJECT:**

Proposed 2006 Revisions to MAG Standard Specifications and Details for Public Works Construction

**SUMMARY:**

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives of several Public Works Departments and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2005 review of proposed revisions to the MAG Publication. A summary of these recommendations was sent to MAG Public Works Directors and members of the Management Committee, for review for a period of one month. The revisions were also reviewed on the November 9, 2005 Management Committee agenda, and received no further comment. If no objections to any of the proposed revisions are suggested, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2006.

**PUBLIC INPUT:**

Development of these revisions has been achieved during open meetings of the MAG Specifications and Details Committee and has included input from several professional contractor and utility groups and private companies. There have been some members of the public present to address the Committee, although their comments were unrelated to the revisions presented here. No public comment was received during the November 9, 2005 Management Committee meeting.

**PROS & CONS:**

**PROS:** Approval of the latest revisions will ensure that the MAG Specifications and Details reflect the latest and best practices in public works construction appropriate for MAG agencies.

**CONS:** Due to the constant evolutionary change inherent in the Specifications and Details process, annual updates to the printed and electronic versions are necessary.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The MAG Specifications and Details are a series of recommendations developed over many years, principally by senior inspectors and their supervisors from many MAG agencies. These recommendations are not prescriptive, but are often adopted entirely, or in part, by MAG agencies in developing public works projects.

**POLICY:** In prior years, action by the MAG Public Works Committee was the only review needed prior to publication of the revisions. The MAG Public Works Committee has now been discontinued so formal review by the Management Committee is requested.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

MAG Specifications and Details Committee. Review and recommendations for the cases submitted for consideration were achieved throughout 2005.

VOTING MEMBERS

Robert Herz, P.E., Maricopa County DOT,  
*Chairman*  
Jim Badowich, Avondale  
David Fern, P.E., Chandler  
Mark Weiner, Gilbert  
Greg Rodzenko, P.E., Glendale  
David Ramirez, P.E., Goodyear  
Steven Borst, P.E., Maricopa County ESD

Kelly Jensen, Mesa  
Maher Hazine, P.E., Peoria  
Jeff Van Skike, P.E., Phoenix (Street Trans.)  
Matthew Woodland, Phoenix (Water)  
Rodney Ramos, P.E., Scottsdale  
Don Moseley, Surprise  
James E. Bond, Tempe

ADVISORY MEMBERS

John Ashley, ACA  
Brian Gallimore, AGC  
Jeff Benedict, ARPA  
Paul Nebeker, Independent

Dale Phelan, NUCA  
William Ast, NUCA  
Peter Kandaris, SRP Engineering

The following table lists the cases submitted and the recommendations as shown:

MARICOPA ASSOCIATION OF GOVERNMENTS  
SPECIFICATIONS AND DETAILS COMMITTEE  
SUMMARY OF RECOMMENDATIONS FOR 2005 CASES FOR CONSIDERATION

Case	Description	Recommended Action
04-07	Water and Sanitary Sewer Separation/ Protection	Approval
05-01	Residential Speed Hump	Approval
05-02	Miscellaneous Corrections	Approval
05-03	Sanitary Sewer Service Line Markings	Approval
05-04	Detectable Warnings	Approval

A summary of the above cases is shown in Attachment One.

**CONTACT PERSON:**

Gordon Tyus, MAG, (602) 254-6300

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

**GENERAL INFORMATION:**

Case Number: 04-07  
 Section/Detail: Sections 610, 615 and Details 404-1, 404-2 and 404-3  
 Title: Water and Sanitary Sewer Separation/Protection  
 Sponsor: Maricopa County Environmental Services Division  
 Advisor: -

**DISCUSSION:**

To clarify water line separation and protection requirements as explained in Arizona Administrative Code R18-5-502, this case adds subsections in Section 610: Water Line Construction and Section 615: Sewer Line Construction as well as new detail diagrams. One new subsection, 610.5 SEPARATION includes information on water line separation from gravity sewer lines, pressurized sewer lines and manholes. Subsection 610.5.5 describes water lines that require extra protection. The case also required adding a new subsection, 615.3 SEPARATION, to protect water lines from contamination by sewer lines, with separation and extra protection in accordance with Section 610.

In addition, Details 404-1 and 404-2 were revised, and an additional one was created. Detail 404-1 now focuses exclusively on the water line exclusion and separation zones, with revisions to the drawing, dimensions, and notes. The previous detail 404-2, which shows encasement for pipe crossings, was changed to 404-3 and revised. A new detail, 404-2, shows extra protection for water lines including a view for non-perpendicular pipe crossings.

**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: March 3, 2004	Vote Summary:	Affirmative: 8
Vote Date: September 7, 2005		Negative: 0
		Abstention: 0

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

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**GENERAL INFORMATION:**

Case Number: 05-01  
Section/Detail: Detail 210  
Title: Residential Speed Hump  
Sponsor: Maricopa County Department of Transportation  
Advisor: -

---

**DISCUSSION:**

This case made revisions to Detail 210 by correcting a typographic error in Note 3, and by revising a note on the plan view of the drawing stating 10" REFLECTIVE WHITE STRIPES INSTALLED BY CITY FORCES, by striking the last part of the sentence. This was done to provide more flexibility in the installation of the reflective stripes.

---

**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: January 5, 2005

Vote Date: June 1, 2005

Vote Summary:	Affirmative:	<b>9</b>
	Negative:	<b>0</b>
	Abstention:	<b>1</b>

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

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**GENERAL INFORMATION:**

Case Number: 05-02  
Section/Detail: Sections 602, 340 and Details 250, 260  
Title: Miscellaneous Corrections  
Sponsor: Maricopa County Department of Transportation and City of Mesa  
Advisor: -

---

**DISCUSSION:**

This case corrected several typographic and drafting errors brought to the attention of the committee. These corrections included:

- Case A: Corrections to Table 602-1.
- Case B: Section 340.3, add missing comma.
- Case C: Section 342.3.4, paragraph 1, corrected referenced detail 255 to 225.
- Case D: Detail 250, drafting corrections.
- Case E: Detail 260, drafting corrections.

---

**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: July 6, 2005		Vote Summary: Affirmative: 8
Vote Date: September 9, 2005		Negative: 0
		Abstention: 0

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

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**GENERAL INFORMATION:**

Case Number: 05-03  
Section/Detail: Section 615 and Details 440-1, 440-2, 440-3, 440-4  
Title: Sanitary Sewer Service Line Markings  
Sponsor: City of Chandler  
Advisor: -

---

**DISCUSSION:**

To facilitate the blue staking process, Arizona House Bill 2256 requires the location of service lines in the public right-of-way. This case was developed to present methods of locating service lines by revising detail 440-1 and adding new details 440-2, 440-3 and 440-4.

Detail 440-1 shows the standard method of using electronic ball markers at the sewer building connection. Details 440-2 and 440-3 show alternative methods of locating the lines by using a two-way or one-way (respectively) cleanout and meter box. A new detail 440-4 was developed to show an alternative method of locating lines by stamping the curb along the centerline of the sewer service.

In addition the sentence: "*Electronic markers shall be placed at no greater depth than electronic locating devices can locate them (typically 4'-8")*" was added to the last paragraph of subsection 615.7 SANITARY SEWER SERVICE TAPS.

---

**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: July 6, 2005

Vote Date: October 3, 2005

Vote Summary:	Affirmative:	<b>6</b>
	Negative:	<b>0</b>
	Abstention:	<b>1</b>

RECOMMENDATION SUMMARY  
OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
STANDARD SPECIFICATIONS AND DETAILS COMMITTEE

October 6, 2005

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**GENERAL INFORMATION:**

Case Number: 05-04  
Section/Detail: Section 340, Details 231, 232, 233, 234, 250, 260, 261, and 262  
Title: Detectable Warnings  
Sponsor: Maricopa County Department of Transportation  
Advisor: -

---

**DISCUSSION:**

This case updated MAG sidewalk details and specifications to show detectable warnings on ramps in order to be in compliance with Americans with Disabilities Act (ADA) requirements. Two new subsections (340.2.1 and 340.3.1) were added to *Section 340: Concrete Curb, Gutter, Sidewalk, Sidewalk Ramps, Driveway and Alley Entrance*. These additions describe the materials and construction methods for adding detectable warnings. A sentence was also added to subsection 240.5 MEASUREMENT to clarify that detectable warnings are integral to the walking surface and included in the cost of the related pay item.

Details 231, 232, 233 and 234 all were revised to show, note, and dimension detectable warnings on sidewalk ramps. In addition, details 250, 260, 261 and 262 were revised to modify notes referencing ramp grooves.

---

**RECOMMENDATION:**

Based on the following data, the MAG Standard Specifications and Details Committee recommends approval of this case.

Draft Date: July 6, 2005  
Vote Date: September 7, 2005

Vote Summary:	Affirmative:	8
	Negative:	0
	Abstention:	0



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003  
 Phone (602) 254-6300 ▲ FAX (602) 254-6490  
 E-mail: mag@mag.maricopa.gov ▲ Web site: www.mag.maricopa.gov

December 6, 2005

TO: Members of the MAG Regional Council

FROM: Heidi Pahl, 2005 Census Survey Coordinator

SUBJECT: STATUS REPORT ON 2005 CENSUS SURVEY

The 2005 Census Survey is now in progress. The results of this survey will be used to distribute billions of dollars in state-shared revenues to cities and towns, Maricopa County, and Indian communities within the MAG region from 2006 to 2011. At the October 26, 2005 Regional Council meeting, staff gave an update on the timeline of survey activities, return rates of the census questionnaire, a review of costs of the survey and funds expended to date, and the publicity campaign for the survey. An update on the 2005 Census Survey is provided below.

#### Status of 2005 Census Survey Activities

Mail returns of the 2005 Census Survey questionnaires and telephone follow-up are now complete. Personal visits by census personnel are nearing completion. It is anticipated that field work will be completed by mid-December and the local census office will be closed by the end of the year. Results from the 2005 Census Survey will be received in Spring 2006.

#### Return Rates

For its original estimate, the Census Bureau assumed that 50 percent of the responses to the questionnaires would be returned by mail, 25 percent of the responses would be telephone interviews and 25 percent of the responses would require personal visits. As of December 1, 2005, the Census Bureau's revised estimate shows 51 percent of the questionnaires were completed by mail, 6 percent were completed by telephone interview and 43 percent were completed by personal visit. These percents are estimates because of potential duplication between the three collection modes.

#### Costs

The cost for the 2005 Census Survey and count of population in group quarters has been estimated at \$7.7 million. The Federal Highway Administration (FHWA) has authorized the use of FHWA funds to cover a portion of the estimated cost, while the remaining estimated cost will be incurred by MAG member agencies. The help and support of MAG member agencies, especially pertaining to creating address files for Census Bureau use, helped to keep cost increases down. Through numerous meetings with the Census Bureau to discuss measures to control costs, Census Bureau staff stated that they will complete the 2005 Census Survey within budget. The Census Bureau final costs will be based upon total expenses incurred by the Census Bureau and will be determined in 2006. Aside from costs paid to the Census Bureau, there are other costs that have been incurred, such as the regionwide media campaign and the setup and maintenance of the local census office. If you have any questions or need additional information, please contact me at (602) 254-6300.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

December 6, 2005

**SUBJECT:**

Annual Report on the Implementation of Proposition 400

**SUMMARY:**

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded through the half-cent sales tax approved by the voters of Maricopa County on November 2, 2004. State law also requires that MAG hold a public hearing on the report after it is issued. MAG staff has prepared a Draft 2005 Annual Report on the Status of the Implementation of Proposition 400 that addresses project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The Annual Report draws heavily on data in the life cycle programs, which are required by State legislation, and are prepared by the implementing agencies for each of the major transportation modes.

An Executive Summary of the Annual Report has been prepared and is enclosed for your information. A transcript of comments received at a public hearing on the Annual Report that was held on November 14, 2005 is also enclosed. MAG staff will report on the key findings and issues identified in the Report, as well as the status of the development of the modal life cycle programs.

**PUBLIC INPUT:**

At the October 19, 2005 TPC meeting, a citizen commented that there are no arterial street projects in the area of the County that will be developed. The citizen also said that bicycles and pedestrians are not being considered when roads are being upgraded or built. At the October 26, 2005 Regional Council meeting, a citizen commented that he wished the TIP had been better put together. The citizen urged using paint as a weapon to protect bicyclists and pedestrians and asked where the pedestrian and transit projects were.

At the November 9, 2005 Management Committee Meeting, a citizen questioned why the Annual Report indicates that the costs for the Proposition 300 Program are in balance with projected future funds available, when the report says costs exceed available funds by about one-half of one percent. Another citizen commented that bus services should be extended to the intersections and roadways that are being upgraded in the Regional Transportation Plan. The citizen also indicated that there are 4,000 out of 7,000 bus stops that are not covered and should be addressed instead of providing covered parking. Verbal comments were received following the November Management Committee meeting that people should be the priority for transit improvements, not motor vehicles. The citizen also felt that restrooms should be available at transit facilities.

At the November 14, 2005 Public Hearing on the Annual Report, a citizen commented that the Report text should not say Proposition 300 costs and revenues are in balance when costs are estimated to exceed revenues. The citizen also indicated that the South Mountain Freeway should have been the first

leg of freeway constructed from the 1985 vote and freeway projects should be built in the West Valley first. Another citizen stated that transit service should be provided to Cave Creek and Carefree and the transit Supergrid should extend to all corners of the county. The citizen also indicated that there should be more bus shelters, before we cover any more parking spaces at park-and-ride lots, and provisions should be made to make sure light rail can get across the freeway at Dunlap Avenue.

A complete transcript of the Public Hearing is attached.

**PROS & CONS:**

PROS: Preparation of the Annual Report on the Status of the Implementation of Proposition 400 is required by State law.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The information in the Annual Report represents a “snapshot” of the status of the Proposition 400 program. As new information becomes available, it will be incorporated into subsequent annual updates of the Report.

POLICY: The Annual Report process represents a valuable tool to monitor the Regional Transportation Plan and identify changing conditions that may require plan and program adjustments.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: On November 9, 2005, the Management Committee was briefed by MAG staff on the key findings and issues identified in the Annual Report. The item was on the agenda for information and discussion.

MEMBERS ATTENDING

- |                                                     |                                      |
|-----------------------------------------------------|--------------------------------------|
| Mike Hutchinson, Mesa, Chair                        | Mark Johnson, Guadalupe              |
| Ed Beasley, Glendale, Vice Chair                    | Darryl Crossman, Litchfield Park     |
| # George Hoffman, Apache Junction                   | Tom Martinsen, Paradise Valley       |
| Stephanie Prybyl for Charlie McClendon,<br>Avondale | Terry Ellis, Peoria                  |
| Carroll Reynolds, Buckeye                           | Frank Fairbanks, Phoenix             |
| * Jon Pearson, Carefree                             | # Cynthia Seelhammer, Queen Creek    |
| * Usama Abujbarah, Cave Creek                       | * Bryan Meyers, Salt River           |
| Mark Pentz, Chandler                                | Pima-Maricopa Indian Community       |
| * B.J. Cornwall, El Mirage                          | Jan Dolan, Scottsdale                |
| * Orlando Moreno, Fort McDowell Yavapai<br>Nation   | Jim Rumpeltes, Surprise              |
| Tim Pickering, Fountain Hills                       | Will Manley, Tempe                   |
| * Lynn Farmer, Gila Bend                            | * Reyes Medrano, Tolleson            |
| * Urban Giff, Gila River Indian Community           | * Shane Dille, Wickenburg            |
| George Pettit, Gilbert                              | Mark Fooks, Youngtown                |
| Stephen Cleveland, Goodyear                         | Dale Buskirk for Victor Mendez, ADOT |
|                                                     | David Smith, Maricopa County         |
|                                                     | David Boggs, Valley Metro/RPTA       |

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

Transportation Review Committee: On October 27, 2005, the Transportation Review Committee was briefed by MAG staff on the key findings and issues identified in the Annual Report. The item was on the agenda for information and discussion.

#### MEMBERS ATTENDING

- Maricopa County: Mike Ellegood, Chairperson
- ADOT: Bill Hayden for Dan Lance
- Avondale: David Fitzhugh
- Chandler: Patrice Kraus
- \* El Mirage: B.J. Cornwall
- Fountain Hills: Randy Harrel
- \* Gila Bend: Lynn Farmer
- Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- \* Guadalupe: Jim Ricker
- \* Litchfield Park: Mike Cartsonis
- Mesa: Jim Huling for Jeff Martin
- Paradise Valley: Robert M. Cicarelli
- \* Peoria: David Moody
- Phoenix: Tom Callow, Vice Chairperson
- \* Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Mary O'Connor
- Surprise: Randy Overmyer
- \* Tempe: Carlos De Leon
- \* Wickenburg: Shane Dille

#### EX-OFFICIO MEMBERS ATTENDING

- \* Regional Bicycle Task Force: Randi Alcott, RPTA
- \* Street Committee: Larry Shobe, City of Tempe
- \* ITS Committee: Alan Sanderson
- \* Members neither present nor represented by proxy. + - Attended by Videoconference
- \* Pedestrian Working Group: Eric Iwersen, City of Tempe
- \* Telecommunications Advisory Group:

Transportation Policy Committee: On October 19, 2005, the Transportation Policy Committee was briefed by MAG staff on the key findings and issues identified in the Annual Report. The item was on the agenda for information and discussion.

#### MEMBERS ATTENDING

- Mayor Elaine Scruggs, Glendale, Chair
- \* Councilmember Peggy Bilsten, Phoenix, Vice Chair
- Kirk Adams, The Adams Agency
- # F. Rockne Arnett, Citizens Transportation Oversight Committee
- \* Mayor Ron Badowski, Wickenburg
- Stephen Beard, SR Beard & Associates
- Mayor Steven Berman, Gilbert
- \* Dave Berry, Swift Transportation
- Jed S. Billings, FNF Construction
- Mayor James Cavanaugh, Goodyear
- Vice Mayor Pat Dennis, Peoria
- Mayor Ron Drake, Avondale
- Mayor Boyd Dunn, Chandler
- + Rusty Gant, ADOT
- \* Mayor Hugh Hallman, Tempe
- Mayor Keno Hawker, Mesa
- Eneas Kane, DMB Associates
- Mayor Mary Manross, Scottsdale
- Jacob Moore, Salt River Pima-Maricopa Indian Community
- \* David Scholl, Westcor
- \* Councilmember Daniel Schweiker, Paradise Valley
- Supervisor Max W. Wilson, Maricopa County
- \* Mayor J. Woodfin Thomas, Litchfield Park

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

#### **CONTACT PERSON:**

Eric Anderson, MAG, (602) 254-6300

December 6, 2005

TO: Members of the MAG Regional Council

FROM: Eric Anderson, MAG Transportation Director

SUBJECT: 2005 ANNUAL REPORT ON THE STATUS OF THE IMPLEMENTATION OF  
PROPOSITION 400 – PUBLIC HEARING

As part of the process for developing the 2005 Annual Report on the Status of the Implementation of Proposition 400, MAG staff conducted a public hearing on Monday, November 14, 2005 at 5:00 p.m. at the MAG offices.

The public hearing was facilitated by MAG Transportation Director Eric Anderson. MAG Senior Project Manager Roger Herzog provided a presentation of the Annual Report detailing the report's contents. Following the presentation, hearing attendees were provided an opportunity to comment on the 2005 Annual Report. A court reporter was in attendance to record all comments made at the hearing. The following is a summary of input received at the hearing. An entire transcript of the hearing is attached for further consideration and review.

Summary of Input:

- The Annual Report text should not say Proposition 300 costs and revenues are in balance when costs are estimated to exceed revenues.
- The West Valley needs to have its major freeway projects built first.
- The South Mountain Freeway should have been the first leg of freeway constructed from the 1985 vote.
- You need to have transit going to Cave Creek and Carefree.
- The transit Supergrid should extend to all corners of the county.
- There need to be more bus shelters, before we cover any more parking spaces at park-and-rides.
- When deciding what to do with the freeway at Dunlap, you also need to make sure light rail can get across there.

cc: Transportation Policy Committee  
Management Committee

051114

MARICOPA ASSOCIATION OF GOVERNMENTS

PUBLIC HEARING

2005 Annual Report on the Status of the  
Implementation of Proposition 400

Phoenix, Arizona  
November 14, 2005  
5:00 p.m.

Prepared For:  
MARICOPA ASSOCIATION OF GOVERNMENTS  
(Original)

Prepared By:  
LORENA W. ELDER  
Court Reporter

□

1 I N D E X

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3 SPEAKER PAGE

4

5 Mr. Herzog 8

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7

8 P U B L I C C O M M E N T S

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10 SPEAKER PAGE

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12 Ms. Barker 6

13 Mr. Crowley 15

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1 051114  
2 MARICOPA ASSOCIATION OF GOVERNMENTS  
3 PUBLIC HEARING

4 2005 Annual Report on the Status of the  
5 Implementation of Proposition 400

6  
7 commenced at 5:00 p.m. on November 14, 2005, at the  
8 offices of Maricopa Association of Governments, 302 North  
9 First Avenue, Suite 300, Phoenix, Arizona, before  
10 LORENA W. ELDER, a Court Reporter in and for the County  
11 of Maricopa, State of Arizona.

12  
13 \* \* \* \* \*

14  
15 A P P E A R A N C E S

16  
17 Maricopa Association of Governments:  
18 Eric Anderson - Transportation Director, MAG  
19 Roger Herzog - Senior Project Manager, MAG  
20 Bryan Jungwirth - Valley Metro/RPTA

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STIPULATION

IT IS STIPULATED by and between counsel for the  
respective parties hereto that the hearing of  
MARICOPA ASSOCIATION OF GOVERNMENTS  
may be taken before LORENA W. ELDER, a court reporter in  
and for the County of Maricopa, State of Arizona.

IT IS FURTHER STIPULATED that the hearing is taken  
pursuant to the Rules of Civil Procedure relating to the  
taking and returning of hearings for use in the Superior  
Court of Arizona, County of Maricopa; and that notice of  
filing and other formalities required by law for the  
taking and returning of said hearing are waived.

□

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Phoenix, Arizona  
November 14, 2005  
5:08 p.m.

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PROCEEDINGS

MR. ANDERSON: Thank you for taking the time out of your day to come and visit.

The purpose of this public hearing is to present and receive public comment on the 2005 Annual Report on the Status of the Implementation of Proposition 400.

My name is Eric Anderson. I'm the Transportation Director of Maricopa Association of Governments.

This public hearing and report is a requirement of Arizona State statute, so we appreciate once again your attendance.

A member of the public has asked that she be permitted to go ahead and provide her testimony, which will enable her to make another engagement at five-thirty tonight. So we're going to go ahead and do that.

And, Mr. Crowley, would you like to follow her then?

□

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MR. CROWLEY: No. I'll wait until after you do your presentation.

MR. ANDERSON: Thank you, sir.

DD.

MS. BARKER: Good afternoon, Eric, Roger,  
Page 5

6 and Bryan. My name is DD and Dianne Barker from Phoenix.

7 I had contacted Jason Stephens after  
8 reading the annual report to ask him why we're talking  
9 about costs being in exceedance of funds, why we would  
10 refer to that as balanced.

11 well, he invited me to your hearing, and I  
12 am here to say that per the 2005 Annual Report on the  
13 Status of Prop 400, Page 5 -- and I do see what you're  
14 talking about now, but I don't agree that you should  
15 still call it balanced.

16 okay. In quotes, program costs for the  
17 completion of Proposition 300 program are in balance with  
18 the projected future funds available with the costs  
19 exceeding available funds by about one-half of one  
20 percent.

21 okay. So it's just -- if you're referring  
22 to balance within a certain percentage and then saying  
23 that the costs -- it's okay to have those costs  
24 exceeded -- I say that if we don't watch out where we're  
25 going, we'll end up there.

□

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1 Already the costs for construction on our  
2 freeways are rising much more than the revenues are, and  
3 we're not even getting revenues from Proposition 400  
4 until the mid of next 2006. So I think you have a  
5 problem here in this program. And furthermore, I think  
6 we need to look at the politics possibly of what's been

7 driving all this.

8 This fellow, Mr. Able Cruz -- don't know  
9 him, but I have a tendency to say let's look into this.  
10 East Valley Hijacked Freeway Routes. This was an article  
11 that was in the Arizona Republic Sunday yesterday,  
12 November 13th.

13 He's saying in 1985, voters approved the  
14 regional freeway system. The very first leg should have  
15 been then the South Mountain section, and it would have  
16 taken the majority of through traffic around the city.  
17 Instead 20 years later, most of the eastbound  
18 Interstate 10 traffic still goes through Phoenix.

19 why? East Valley politics. That's what I  
20 think about it. They've got the Arizona 51, the  
21 Loop 101, the Loop 202, and the widening of U.S. 60.  
22 Then they came out with noise-reducing asphalt, laid it  
23 down on the east side of the valley first.

24 Get the picture? Wake up West Valley.  
25 It's our turn. We need another ten years, and then we're

□

8

1 going to be looking at a parking lot now. So I think  
2 that we need to look for a balance in costs and also the  
3 politics.

4 Thank you.

5 MR. ANDERSON: Thank you, Ms. Barker.

6 We're going to have Roger Herzog, Program  
7 Manager, here at MAG do a quick presentation on the  
8 annual report, and then we'll entertain additional public  
Page 7

9 comment.

10 Roger.

11 MR. HERZOG: I'll give everyone a brief  
12 overview of the annual report and start out by saying  
13 that as part of Proposition 400 in the legislation that  
14 was passed to authorize that, MAG was tasked with the  
15 responsibility of preparing an Annual Report on the  
16 Status of the Implementation of Proposition 400. As I  
17 mentioned, ARS 28-6354 requirement calls for a discussion  
18 of the status of projects, any changes to the Regional  
19 Transportation Plan, and also the status of financing for  
20 the projects and the plan.

21 So in the approach to producing an annual  
22 report -- just to go through a listing here of key  
23 points -- we're being guided by a group called the RTP  
24 partners, the key agencies that will be implementing the  
25 projects. That includes MAG, ADOT, Regional Public

□

9

1 Transportation Authority and Valley Metro Rail.

2 The reporting period for the plan will be  
3 initially a fiscal year 2006 through 2026 period. The  
4 reporting period will have a fixed end date of June 30,  
5 2026. So each time we do an update, the reporting period  
6 will be one year shorter. We'll be updating things on a  
7 fiscal year basis. And this annual report will also  
8 include the previous requirements for our freeway  
9 reporting that MAG was called upon to do.

10                   An important point here is that the report  
11 represents a snapshot of a particular point in time as  
12 we've indicated at the end of -- in this case -- fiscal  
13 year 2005. So we'll be updating the report annually.  
14 Things will happen during the year. And the life-cycle  
15 process will have to respond to those things. The annual  
16 report attempts to provide a picture of where things  
17 stand at a particular point in time.

18                   And lastly, part of the process includes  
19 the public hearing we're having this afternoon.

20                   Taking a quick look at some of the  
21 information in the report, this slide shows two pie  
22 charts, indicating the funding sources and uses for the  
23 entire plan. And as you can see, it includes not only  
24 the half-cent funding source but also federal funds, ADOT  
25 funds, and bonding.

□

10

1                   To take a look at the uses of those funds  
2 then, we have done a second pie chart. This takes into  
3 account the effects of inflation. We have an allowance  
4 for inflation as well as recognizing the debt service  
5 involving the return of principal and interest expenses.  
6 But the remaining funds then basically represent those  
7 available, in essence in 2005 dollars, to dedicate to the  
8 major transportation modes, freeways, highways, buses,  
9 light rail, and streets.

10                   So to go through those programs one-by-one  
11 here briefly, the Freeway-Highway Program is part of

12 putting together this program. A preliminary Life-cycle  
13 Program was produced by ADOT in May. They have hired  
14 three engineering consultants to help with preliminary  
15 engineering and management of the program.

16 Also a litter and landscape and a noise  
17 mitigation subcommittee of the Transportation Policy  
18 Committee was put together to guide ADOT in identifying  
19 projects and expenditures in this program area.

20 A lot of preliminary engineering is also  
21 underway on a number of corridors, and more will be  
22 starting early in calendar year 2006.

23 And the existing Proposition 300 Freeway  
24 Program is ongoing. It's expected that that program will  
25 be finished up in mid 2008 with completion of the San Tan

□

11

1 and Red Mountain freeways.

2 These pie charts show a parallel picture  
3 compared to the previous one I showed for just freeways  
4 and highways. As you can see, funding sources come from  
5 the half-cent plus ADOT funds, bonding, and some other  
6 funding sources. And these funds are used on the various  
7 freeway-highway elements, including new corridors,  
8 widening of existing corridors, new interchanges,  
9 maintenance, and mitigation. And again included in these  
10 charts is an allowance for inflation and debt service.

11 Another major element of the annual report  
12 is the Arterial Street Program. This program is being

13 put together by MAG, but the actual construction will be  
14 accomplished by local jurisdictions in which the projects  
15 fall.

16 MAG has identified and adopted a set of  
17 policies and procedures to guide the program. That was  
18 adopted in June. Also adopted, a 20-year Life-Cycle  
19 Program of projects was adopted by MAG in October.

20 Other things going on include preparation  
21 of project assessments, which will be used to prepare  
22 project agreements that will actually authorize transfer  
23 of funding and initiation of individual construction  
24 projects.

25 Another issue is to review new federal

□

12

1 legislation, which will provide funding for this program  
2 to help clarify exactly what level of funding we'll be  
3 working with over the next several years.

4 Here's another set of pie charts just for  
5 the Arterial Program. In this case, half-cent funding is  
6 a very important source along with federal funds.  
7 Similarly we have taken into account inflation and debt  
8 service.

9 The last element is the Public Transit  
10 Program. And some of the activities ongoing there  
11 include adoption of program principles and a financial  
12 model by the RPTA board in June. Just recently, a set of  
13 program policies was adopted in October.

14 Ongoing bus service planning is another  
Page 11

15 factor to plan in detail, where the new routes will be  
 16 going, and what the service frequencies will be.

17 Park-and-ride lots; a predesign is ongoing,  
 18 also for the bus system. In terms of the light rail  
 19 element, the standards and system study are going to be  
 20 started very shortly. These will look at implementation  
 21 issues that are relative to light-rail extensions.

22 Also ongoing now is the Metrocenter link of  
 23 the light-rail system. Environmental and design studies  
 24 are proceeding on that. And of course, the construction  
 25 on what's called the Minimum Operating Segment, the

□

13

1 20-mile initial light-rail element. This is not a direct  
 2 part of our Life-Cycle Program but of course an important  
 3 element that we'll be tracking. And some money from the  
 4 half-cent sales tax will be going into this system for  
 5 infrastructure support.

6 This shows the sources and uses picture for  
 7 public transit. And again, a similar approach was taken  
 8 here in the financial analysis.

9 So to rap things up here, looking at some  
 10 of the key findings from the analysis is that the  
 11 preliminary programs -- Life-Cycle Programs --

12 Oops. I jumped a page. Sorry.

13 -- that a strong coordination effort is  
 14 being pursued by the agencies involved with  
 15 Proposition 400. As I mentioned, ADOT, MAG, RPTA, Valley

16 Metro Rail have all been working closely to coordinate  
17 their efforts to proceed with a program as efficiently  
18 and as effectively as possible.

19 Also the Life-Cycle Program process has  
20 been initiated for all the transportation modes; that is  
21 highways, arterials, and transit.

22 And as we looked at in the previous slides,  
23 preliminary programs are in balance with expected  
24 revenues. And they're also consistent with the  
25 priorities in the adopted Regional Transportation Plan.

□

14

1 Finally construction on the previous  
2 Proposition 300 Freeway Program is ongoing, and it's  
3 expected that that program will be completed in mid 2008.  
4 And the costs currently are in balance with available  
5 revenues.

6 Some of the future issues that really have  
7 come out of the analysis include the potential costs of  
8 future right-of-way. Recent boom here really in the  
9 real-estate market has resulted in increases in land cost  
10 and real estate in general. And this certainly will  
11 require careful monitoring in the future and potential  
12 program adjustments.

13 Similarly material prices are facing a lot  
14 of global competition. And in addition, limits on the  
15 amount of these materials is arising with things like the  
16 hurricane problems in the Gulf and other trade issues.  
17 So we're in kind of a global situation here, which will

18 affect construction costs and may raise cost/revenue  
19 balance issues in the future.

20 A couple of other major issues that we need  
21 to track include funding for light rail. The federal  
22 part of this funding is in the New Starts Program, and  
23 this is a discretionary program that involves a lot of  
24 national competition for funding. And just how and what  
25 pace funds are made available can affect the long-term

□

15

1 light rail schedule for route extensions. And so we'll  
2 need to monitor that carefully.

3 And finally the issue of Scope Creep as  
4 we've called it, and this is another cost issue. We have  
5 to keep careful track of the designs that we're putting  
6 together for the various projects and make sure that  
7 they're consistent with the available revenues.

8 So, Mr. Chairman, that's the end of my  
9 presentation.

10 MR. ANDERSON: Thank you, Roger. I  
11 appreciate that.

12 Mr. Crowley.

13 MR. CROWLEY: (Inaudible.)

14 MR. ANDERSON: You can have four minutes.  
15 You can have four and a half. How about that?

16 MR. CROWLEY: All right.

17 Pages I'll be covering in the document are  
18 35, Table 6-3, 44, Table 7-5, Pages 58 and 59, Table 8, 1

19 and 2, Page 87, Table 10-2. And then in the back of the  
20 document, C-2, C-4, C-8, C-9.

21 I've got the bike map here. And two things  
22 I'd like to point out -- because one of the things you  
23 don't have -- is transit going to Cave Creek and  
24 Carefree. And on your bicycle map, you don't go there  
25 either.

□

16

1 Over here on the eastern part of the  
2 county, there's another 80 square miles of Mesa and the  
3 majority of Queen Creek. It's not even on the map, but  
4 that's not the only map it's not on. On your arterial  
5 buildup, you do go all the way to the county line. But  
6 on your bus supergrid, it's just like on that map.

7 On your regional report, the region you  
8 need to be dealing with is this entire region of  
9 Maricopa County. And what you do look at -- I can point  
10 out in the map -- it's not that.

11 In the document, one of the things that you  
12 have is 1200 bus pullouts -- stops and pullouts. And  
13 what that is is working on intersections. With the 1800  
14 stops that we already have with covers on them -- in  
15 fact, a number is 1874 -- all have 3,000 even though some  
16 of those that are already covered are going to be changed  
17 and upgraded. So that isn't even a true figure.

18 And being that we've got 6,914 bus stops in  
19 the region -- and that's according to the Annual Transit  
20 Performance Report, fiscal year 2004-2005, we're not

21 doing the job correctly if we're not covering people  
22 first.

23                   You increased the amount of passenger  
24 facility funding this last year by 469 percent, and what  
25 you did was cover 556 parking spaces. Like I just showed

□

17

1 you, we don't even have half of them even with what  
2 you're doing over the next 20 years being covered. How  
3 is it a passenger facility when it didn't work for the  
4 passengers?

5                   Now, starting with Page 35, on that one, it  
6 says a Metrocenter link. That should be Metrocenter,  
7 Transit Center, and Park-and-Ride link. You need to get  
8 across that freeway.

9                   On Page 44 on the other income, I'd like to  
10 know what that is, Bryan, on the transit part and on the  
11 light rail part.

12                   On Page 59 and 58 when we are widening and  
13 doing things on that freeway such as at Dunlap, you need  
14 to make it so you can get that rail across. We need to  
15 be intermodal. And again where it says other income,  
16 what is that?

17                   On Page 86, the bus capital operations, one  
18 of them is other for \$306 million. What is that other  
19 than the paratransit? And how is it working for the best  
20 of those funds?

21                   On Page C-2, it says regional passenger

22 support service, 900 and -- or 97 million. What's that  
23 going for? I asked Jason, and he said to ask you, Bryan.

24 On the C-4, the bus pullouts, as I said  
25 with those 1200, those are going to be intersection

□

18

1 improvements. What we need to be doing is covering  
2 people not just taking care of the -- that part of it.  
3 And that should be interrelated with arterial street  
4 funds. And as I said, when you are improving the streets  
5 and going all the way to the other county, we need to  
6 still be doing it with the bus part of it. And I don't  
7 see that happening.

8 On Table C-8 and C-9, what that is is  
9 Scottsdale, Rural. As I showed you on the map, that  
10 roadway does go all the way to Carefree. They're the  
11 only two cities within the region that are not going to  
12 be getting anything according to your budget over the next  
13 20 years.

14 Is there a reason when we increase those  
15 two -- Scottsdale Road and Rural Road -- parts of it that  
16 we can't go all the way into Cave Creek and Carefree and  
17 get this to be a regional process?

18 MR. ANDERSON: Thank you, Mr. Crowley.

19 MR. CROWLEY: Thank you for the four and a  
20 half. I didn't know I needed the extra 30.

21 MR. ANDERSON: You're welcome.

22 MR. CROWLEY: But wait a minute. You're  
23 taking those down.

24 It's Mr. Anderson I said nice things about.

25 MR. ANDERSON: Okay.

□

19

1 MR. CROWLEY: If it comes back to haunt  
2 you.

3 MR. ANDERSON: That completes this public  
4 hearing.

5 Thank you all for your time.

6 (The proceedings concluded at 5:31 p.m.)

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1 STATE OF ARIZONA )  
 2 COUNTY OF MARICOPA ) ss.

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7

I HEREBY CERTIFY that the foregoing was  
 taken before me, LORENA W. ELDER; that all proceedings  
 had upon the taking of said hearing were recorded and  
 taken down by me on a stenograph machine as a backup and  
 thereafter reduced to writing by me; and that the  
 foregoing 19 pages contain a full, true, and correct  
 transcript of said record, all done to the best of my  
 skill and ability.

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WITNESS my hand this 17th day of November,  
 2005.

LORENA W. ELDER  
 Court Reporter

Summary of MAG High Capacity Transit Study  
Commuter Rail Component

The Maricopa Association of Governments contracted with IBI Group to conduct the MAG High Capacity Transit Study that was completed in 2003. The study was comprised of two major components: a) the feasibility of commuter rail service in the MAG region, and, b) identification of potential light rail transit and bus rapid transit routes in the MAG region. The commuter rail piece of the study involved the following tasks:

- 1) Comparison of Commuter Rail and Light Rail Characteristics
- 2) Summary of Commuter Rail Operations in Other Areas
- 3) Inventory and Evaluation of Rail Infrastructure in the MAG Region
- 4) Ridership Projections Based on 2040 population and Employment Projections
- 5) Cost Estimates for Commuter Rail Capital and Operations by Corridor; and
- 6) Dallas Trinity Railway Express
- 7) Summary and Conclusions

In addition to a summary of the MAG High Capacity Transit Study, this memorandum also includes some recent performance and financial information for the Trinity Railway Express (TRE) that serves the Dallas metro area.

**1) Comparison of Commuter Rail and Light Rail Characteristics**

Attribute	Commuter Rail	Light Rail
Average trip length (based on peer systems reviewed)	25 miles	5 miles
Distance between stations	2 to 10 miles	0.25 to 1.0 mile
Time between trains	10 to 60 minutes	5 to 10 minutes
Vehicle Type	Locomotive with single-level of bi-level cars or multiple unit cars	Single level LRT cars
Passenger Capacity/vehicle	100 to 200 passengers	50 to 150 passengers
Power Source	Diesel locomotive	Overhead electric lines
Capital cost / mile (2002\$)	\$2 million to \$25 million	\$25 million to \$50 million (at-grade) \$50 million to \$75 million (elevated)
<u>Operating cost (2002\$)</u>		
Cost per revenue vehicle hour	\$487.64	\$67.00
+	+	+
Cost per revenue vehicle mile	\$ 16.81	\$ 2.09

**2) Summary of Commuter Rail Operations in Other Areas**

The study provided data on six commuter rails systems including Los Angeles Metrolink, San Diego Coaster, San Jose Altamont Express, Dallas Trinity Railway Express, Toronto Lakeshore East Line, and the Chicago South Shore Line. The table below presents the summary information for each of these systems.

# Commuter Rail Peer Group Comparison of Operating Data

**Average Trip Length for Peer Group = 25 miles  
Number of Miles between Stations = 3.7 to 9.1; Average = 5.2**

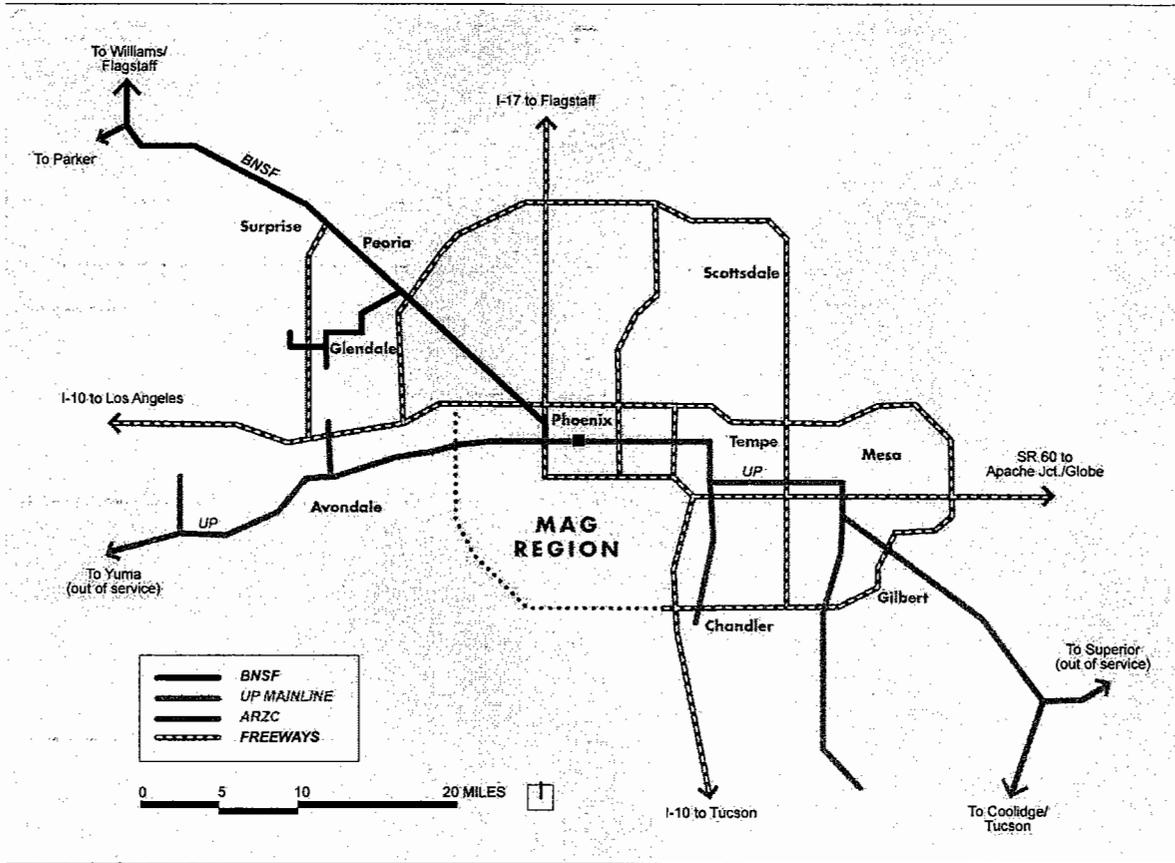
Criteria	Los Angeles Metrolink - Inland Empire to Orange County Line	San Diego Coaster	San Jose / Ashland Commuter Express	Dallas Trinity Railway Express	Chicago Northern Indiana Commuter Transportation District South Shore Line	Toronto Go Trains Lakeshore East Line
Line Length (miles)	53	43	82	37	50	42
Number of Stations	11	8	9	10	20	10
Daily Riders	2,900	4,300	3,317	5,900	12,600	40,715
Year of Inception	1995	1985	1999	2000	1990	1987
Passenger Cars per Train	3-5	4-5	3	2-5	5-6	3-4
Type of Operation	Contract	Contract	Contract	Contract	In-House	In-House
Weekday Span of Service	5:00 AM to 6:00 PM	5:20 AM to 7:45 PM	4:15 AM to 9:00 AM and 4:15 PM to 6:45 PM	6:30 AM to 12:30 AM	4:00 AM to 2:30 AM	5:50 AM to 1:00 AM
Trips per Day	6 (resound) outbound	11 inbound/11 outbound	3 inbound's outbound	25 inbound/27 outbound	18 inbound/19 outbound	30 inbound/25 outbound
Trips per Weekend Day	None	4 inbound's outbound	None	18 inbound/17 outbound	9 inbound's outbound	18 inbound/17 outbound
Annual Revenue Service Hours	22,267	24,482	11,776	17,205	63,113	262,000
Operating Cost per Passenger Mile	\$0.26	\$0.33	\$0.36	\$1.44	\$0.28	\$0.12
Capital Cost (Year of expenditure dollars)	\$33.5 million	\$563 million	\$56 million	\$62.6 million	\$16.8 million	\$24 million

Operating Data Source: 2000 National Transit Database  
 Ridership Data for 2001. Data obtained from transit agencies  
 Schedules, stations, length, and capital cost data source: individual transit agencies  
 The capital cost of the San Diego Coaster system includes the \$406 million cost for purchasing the tracks and right of way from Santa Fe Depot in downtown San Diego to the northern San Diego County border  
 The current commuter rail operation of the Chicago South Shore line began in 1990. Intercity rail operations have occurred since 1904  
 The capital cost of the Chicago South Shore Line was for the purchase of the existing passenger rail operations and track rights in 1990  
 The capital cost of Trinity Railway Express is for the initial 10-mile segment between Dallas and Irving  
 The revenue service hours and operating cost per passenger mile for the GO Transit Lakeshore Line is for the entire GO commuter system  
 The Trinity Railway Express recently expanded service in 2002. The revenue service hour data is for 2000 when the TRT utilized shorter rail diesel cars for service. This means that this data does not match the current service provided

### 3) Inventory and Evaluation of Rail Infrastructure in the MAG Region

The MAG region is served by the Burlington Northern – Santa Fe (BNSF) and the Union Pacific (UP). As the map below shows, the BNSF serves primarily the Grand Avenue corridor with a rail spur serving the area generally around Luke Air Force Base. The UP provides rail service in the east and southwest portions of the region.

**Rail Service in the MAG Region**



Both BNSF and UP lines in the MAG region are branch lines off the mainline of each railroad. For BNSF, the Phoenix branch line originates in the vicinity of Williams, Arizona along I-40, and serves other customers along the line as it comes toward the MAG region. For UP, the Phoenix branch line originates around Pichaco, which is between Eloy and Marana.

#### **Burlington Northern Santa Fe (BNSF)**

The BNSF line from Phoenix to Wickenburg is a single track of about 53 miles in length. There are about 55 at-grade street crossings of the BNSF line in the MAG region. The width of the right of way is 100 feet making the installation of another track possible. The track does not have an existing train signal system, which would probably be necessary for commuter rail service. The corridor has a maximum speed of 49 miles per hour, although for most of the track in Surprise-Peoria-Glendale-Phoenix the train speeds are much slower. The BNSF has about 5 trains a day using the track.

The existing freight operations limit the potential for passenger operations. Freight traffic has a priority use for the track. The BNSF main yard is the Mobest yard located at 19th Avenue and McDowell. This facility is used as a maintenance facility and switchyard.

BNSF has an intermodal facility south of 51st Avenue along Grand Avenue. This facility is used to load and unload truck trailers onto the rail line. Given the limited yard facilities, BNSF uses the mainline track to actually assemble outbound trains, which is an impediment to commuter rail operations.

BNSF operating facilities in the MAG region are generally at capacity. BNSF has plans to move most of the operations of the Mobest facility and the intermodal facility further out toward Wickenburg. Once these operations are moved, BNSF will still use the rail along Grand Avenue to serve its customers. However, with much of the activity moved out of the corridor, train activity will be substantially reduced making commuter rail operations more viable. Ideally, a second track would be installed for commuter rail resulting in separate tracks for freight and passenger traffic.

Upgrades or changes in the BNSF corridor that would be desirable for implementing commuter rail include:

- Train signal control system (CTC = Centralized Train Control)
- Second track
- Lengthen sidings
- Reduce main track switching activity by moving BNSF operations

### **Union Pacific (UP)**

The UP track is about 75 miles in length and includes 109 mainline grade crossings. It is a single-track configuration with sidings to allow trains to pass at certain points. The mainline is signalized and has a speed limit that varies from 15 to 60 miles per hour. The right of way is generally 100 feet wide. UP operates about six trains per day.

The UP has two major industrial branch lines. The Chandler Industrial branch is about 20 miles long, does not have a signal system, has 29 grade crossings and has a 20 mile per hour speed limit. The Tempe Industrial branch is about eight miles long, does not have signals, has 13 grade crossings, and also has a 20-miles per hour speed limit.

The principal operating yard, which supports all freight operations of UP in the MAG region, is situated in downtown Phoenix, bounded by Seventh and Sixteenth Streets. The yard contains fifteen tracks. UP has storage tracks, which are used to support industrial spur track activities situated at Buckeye, Pipeola, Campo, 23rd Avenue, and Mesa. The operating practice is to turn over the Phoenix Yard rail car inventory and move the cars to direct spot or to storage tracks in the immediate industrial switching area.

Upgrades or changes in the UP corridor that would be desirable for implementing commuter rail include:

- Upgrade rails and replace ties

- Replace signal systems
- Requires good coordination with freight traffic

Some operational issues are common to both railroads. Neither railroad is likely to relinquish control of the dispatch operations that control the delivery of freight and train movements in the corridor as long as a single track is being used to serve both commuter rail and freight operations. Both railroads are operating near- or at-capacity with both companies looking at ways to expand capacity to meet the freight needs of the growing MAG region. Alternatively, the commuter rail organization could purchase or lease right of way in the rail corridor and provide a parallel track for commuter rail operations.

Operational issues include:

- Ownership model
- Liability and risk management
- Freight / Passenger capacity conflicts
  - Scheduling
  - Dispatching
  - Track capacity enhancements
- Grade crossings
- Noise impacts
- Station impacts
- Capital needs
- Operating and maintenance costs
- Governance structure

#### 4) Ridership Projections

Ridership projections were made using a simplified sketch planning model rather than the full MAG regional travel demand model. The ridership projections were based in the interim Draft 2 projections for 2020 and 2040 that were available in the spring of 2003. (Subsequently, MAG approved the Draft 3 projections that differed slightly from the Draft 2 projections but only went to 2030.) Forecasts were produced for a Phase 1 commuter rail implementation that used the 2020 population and employment forecasts. A second set of projections, called Phase 3 representing the ultimate commuter rail configuration, were also produced and used the 2040 population and employment forecasts.

Corridor	Total Daily Boardings	
	Phase 1	Phase 3
BNSF	4,862	16,145
UP Chandler/Mainline	1,372	4,561
UP Southeast	1,970	6,198
UP Yuma	2,710	12,034

#### 5) Cost Estimates for Commuter Rail Capital and Operations by Corridor

Capital costs to implement commuter rail service were developed using standard unit cost measures from various west coast rail infrastructure projects during the late 1990s and

early 2000s time period. Costs were divided into two phases. Phase 1 was for rail service beginning around 2020 with service limited to peak hour, peak direction service with three trains inbound and three outbound trains per day. Phase 3 was based on 2040 population and employment projections and included full commuter rail service. In Phase 3, trains were assumed to operate every 15 minutes during the peak periods and every 30 minutes during the off-peak hours. Phase 2 was initially proposed by the consultant but was not carried forward for the detailed analysis.

The table below shows the type of infrastructure that would be needed in the BNSF corridor to support Phase 1, Phase 2 and Phase 3 commuter rail service. The Phase 2 improvements indicated would be necessary to implement the full commuter service envisioned in Phase 3. The improvements needed for the UP rail sections then follows.

**BNSF Corridor Infrastructure Improvements**

<b>Phase</b>	<b>Component</b>	<b>Phoenix to Surprise</b>	<b>Surprise to Wickenburg</b>
Phase 1	Track	Second main track, one 2,000 siding	Lengthen siding at Wittman to 8,000 feet
	Signals	CTC recommended but not required	CTC optional
Phase 2	Track	Two additional 2,000 sidings for counter flow service	Construct 8,000 foot sidings at 8-mile intervals for counter flow service
	Signals	CTC required	CTC signals
Phase 3	Track	A second commuter rail track of 3 miles in length near downtown Phoenix	Construct two-mile long sidings every five miles
	Signals	Signals for added 3 miles of track	Signalization for new track

**UP Corridor Infrastructure Improvements**

<b>Phase</b>	<b>Component</b>	<b>Buckeye to Downtown Phoenix</b>	<b>Downtown Phoenix to Tempe Junction</b>	<b>Tempe Junction to McQueen Junction</b>	<b>McQueen Junction to Queen Creek</b>	<b>Chandler Branch</b>
Phase 1	Track	No improvements required	Construct second main track	Add second track between west Mesa and McQueen	No improvements required	Upgrade track to Class 4 standards
	Signals	No improvements required	Upgrade signals to CTC	Upgrade signals to CTC	No improvements required	No signals required with 59 mph speed limit

Phase 2	Track	Two miles of auxiliary track for freight switching	No additional improvements required	No additional improvements required	Two new 8,000 foot sidings	Construct a 2,000 foot siding for meeting trains
	Signals	No additional improvements required	No additional improvements required	No additional improvements required	Upgrade signals to CTC	CTC recommended
Phase 3	Track	No additional improvements required	No additional improvements required	Add second main track between Mesa and Tempe Junction	Side track of 2-miles in length every five miles	Construct a second 2,000 siding
	Signals	Upgrade signals to CTC	No additional improvements required	CTC for new track segments	CTC for new track segments	CTC required

The table below summarizes the capital and operating costs for each commuter rail corridor for Phase 1 service and for Phase 3 service. The capital costs for Phase 3 include the indicated Phase 2 improvements in the table above. The table also provides the estimated ridership for each.

**Summary of Capital and Operating Costs by Corridor**

<b>Corridor &amp; Phase</b>	<b>Capital Cost (millions of 2002 \$)</b>	<b>Annual Operating Cost with Locomotive (millions of 2002 \$)</b>	<b>Total Daily Ridership</b>
BNSF Phase 1	\$353.48	\$4.90	6,391
BNSF Phase 3	\$741.64	\$22.55	16,145
UP Southeast Phase 1	\$282.88	\$3.05	2,235
UP Southeast Phase 3	\$608.84	\$17.50	6,471
UP Yuma Phase 1	\$190.28	\$3.60	4,722
UP Yuma Phase 3	\$471.67	\$22.40	12,034

**Dallas Trinity Railway Express**

The Trinity Railway Express (TRE) operates in the Dallas area and was one of the peer commuter rail systems that was reviewed for the MAG High Capacity Transit Study in 2003. The TRE covers about 35 miles with 10 stations providing service from downtown Dallas to downtown Fort Worth. The vehicle fleet includes 13 rail diesel cars, six locomotives, 13 coaches, and seven bi-level cab cars.

The following table of key performance indicators for the TRE is from the FY 2005 Business Plan for the Dallas Area Rapid Transit (DART), which is the agency responsible for the operation.

**Key Performance Indicators for the Dallas Trinity Railway Express**

Exhibit 5.2					
Commuter Rail - TRE Scorecard Systemwide - Key Performance Indicators					
Indicators	FY02A	FY03A	FY04A	FY05B	FY06P
<b>Customer/Quality Indicators</b>					
Ridership (M)	2.2	2.3	2.2	2.1	2.2
Revenue Car Miles (M)	1.6	1.6	1.3	1.4	1.4
Passengers per Car Mile	1.4	1.5	1.6	1.5	1.6
Scheduled Train Hours (000's)	16.8	22.0	19.3	20.3	20.3
On Time Performance	97.2%	96.7%	98.1%	96.0%	96.0%
Complaints per 100k passengers	6.6	11.4	7.9	8.00	TBD
Missed Trips	24	9	9	15	15
Veh. Accidents Per 100k Miles	0.11	0.28	0.26	0.31	0.31
<b>Financial/Efficiency Indicators</b>					
TRE Revenues (M)	\$4.2	\$4.9	\$5.7	\$6.0	\$5.5
TRE Expenses Fully Allocated (M)*	\$21.0	\$17.8	\$17.9	\$19.9	\$19.9
Net Subsidy (M)	\$16.9	\$13.0	\$12.2	\$13.9	\$14.5
DART Net Expenses				\$5.6	\$5.1
TRE Subsidy Per Passenger	\$7.64	\$5.53	\$5.65	\$6.49	\$6.64
TRE Subsidy Per Passenger Mile	n/a	\$0.31	\$0.34	\$0.40	\$0.41
TRE Cost per Revenue Car Mile	\$13.36	\$11.45	\$13.49	\$14.21	\$14.23
DART Cost per Revenue Car Mile				\$8.15	\$7.53

FY 02A to FY 04A are actual figures. FY 05B is the budgeted figures. FY 06P is a projection.

DART operates fixed route bus service as well as light rail transit (LRT). The figures in the table below show the operating subsidy per passenger for the various transit services provided by DART.

**Subsidy Per Passenger for Dallas Area Rapid Transit (DART)**

Mode	FY02A	FY03A	FY04A	FY05B	FY06P
Bus	\$4.12	\$4.01	\$3.92	\$3.89	\$4.07
LRT	\$2.76	\$2.95	\$2.98	\$3.30	\$3.30
TRE	\$7.64	\$5.53	\$5.65	\$6.49	\$6.64
<b>Total Fixed Route</b>	<b>\$3.93</b>	<b>\$3.77</b>	<b>\$3.72</b>	<b>\$3.79</b>	<b>\$3.92</b>
HOV	\$0.13	\$0.16	\$0.16	\$0.16	\$0.16
Paratransit	\$41.17	\$40.76	\$42.14	\$45.22	\$46.82
Vanpool	\$0.48	\$1.07	\$0.78	\$0.63	\$0.78
<b>Total System</b>	<b>\$2.76</b>	<b>\$2.69</b>	<b>\$2.61</b>	<b>\$2.70</b>	<b>\$2.79</b>

FY 02A to FY 04A are actual figures. FY 05B is the budgeted figures. FY 06P is a projection.

### **Summary and Conclusions**

The 2003 high capacity transit study provide a good foundation for commuter rail planning in the MAG region. The study provided a good inventory and assessment of the rail infrastructure and current freight operations. The study also provided estimates of ridership and capital and operating costs that would be part of limited and full commuter rail service in the region.

The High Capacity Transit study was presented to Transportation Policy Committee in April 2003 and to the MAG Regional Council in June 2003 for consideration of the corridors identified in the study in the development of the Regional Transportation Plan. that was completed and approved in November of 2003. The RTP included all of the sources of state and federal transportation funds that were projected to be available to this region through 2025. Projects and programs were included in the plan in priority order to utilize these funds.

The RTP included \$5 million to develop commuter rail options and implementation strategies. One of the first steps that needs to be taken is to update certain elements of the 2003 plan to reflect the current growth in the region, the changes in the freight operations that have occurred or are planned, revised ridership projections and cost estimates, and to provide a list of tasks or issues that need to resolved before commuter rail could be initiated. Finally, the new study could identify potential funding sources for the capital and operating costs for commuter rail.

If an update of the commuter rail portion of the high capacity transit study is desired, the study could be included in the FY 2007 MAG Unified Work Program and Annual Budget. A group of stakeholders could be formed to assist in the development of the scope of work for the consultant study.