

June 30, 2009

TO: Members of the MAG Management Committee

FROM: Mark Pentz, Chandler, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, July 8, 2009 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries are also being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

c: MAG Regional Council

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
July 8, 2009**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of June 10, 2009, Meeting Minutes

5A. Review and approval of the June 10, 2009, meeting minutes.

TRANSPORTATION ITEMS

*5B. Enhancement Peer Review Group Round 17 Recommendations

The Enhancement Peer Review Group reviews and recommends a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). This year, seven enhancement fund applications totaling \$2,890,498 for projects on local roads were received, with approximately \$8 million available statewide. One application for a project on ADOT right-of-way was received totaling \$1 million, with approximately \$5 million available statewide. The Enhancement Peer Review Group recommends that the list of ranked applications be forwarded to the Arizona Department of Transportation for consideration by the TERC. Please refer to the enclosed material.

*5C. Elderly Mobility Sign Project Update

A project in the FY 2007 MAG Unified Planning Work Program was programmed with \$400,000 in federal funds for a regional project that would promote elderly mobility in the MAG region. The resulting project was jointly recommended by the Elderly Mobility Stakeholders Group, Transportation Safety Committee and the Management Committee. The final approval by the Regional Council resulted in the installation of nearly 3,100 new street name signs across the region. Some of these signs replaced existing signs at intersections, and others were placed on intersection approaches providing the name of the upcoming cross street. The key feature that was introduced by these signs was the use of a new letter font named Clearview Font. This font has been adopted by many agencies, including the Arizona Department of Transportation, due to its vastly improved legibility. Sixteen MAG member agencies participated in this project and their sign costs are reimbursed by MAG with project funds. As a result of this project, a few local agencies have decided to adopt the use of Clearview Font for all

5B. Recommend that the list of ranked applications from the MAG Enhancement Peer Review Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee.

5C. Information and discussion.

new street name signs. Please refer to the enclosed material.

*5D. Consultant Selection for the MAG Hassayampa Framework Study for the Wickenburg Area

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council, includes \$70,000 to conduct the Hassayampa Framework Study for the Wickenburg Area. The Town of Wickenburg will contribute \$5,000 toward the project, bringing the total cost of the project to \$75,000. A Request for Proposals for consultants to conduct the study was advertised on April 23, 2009. Four proposals were received from the following firms: Wilbur Smith Associates, Dibble Engineering, HDR, and Wilson & Company. A multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff reviewed the proposal documents. On June 12, 2009, the proposal evaluation team recommended to MAG the selection of Wilson & Company to conduct the project, in an amount not to exceed \$75,000. Please refer to the enclosed material.

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

The Fiscal Year 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the program. To move forward with project implementation for fiscal year (FY) 2010, ADOT has requested a number of financial, project description, and schedule changes. Fountain Hills and Scottsdale have submitted requests for programming American Recovery and Reinvestment Act (ARRA) funds in their community. Valley Metro has requested administrative modifications related to four repayment projects. Details of these requests can be found in the enclosed table. In addition, the enclosed table annotates the material cost

5D. Recommend that Wilson & Company be selected to conduct the Hassayampa Framework Study for the Wickenburg Area, for an amount not to exceed \$75,000.

5E. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and material cost changes to the ADOT Program as shown in the attached tables.

changes related to cost increases to the ADOT Program. The Transportation Review Committee recommended approval of this agenda item. Please refer to the enclosed material.

*5F. Update to Federal Functional Classification System

The MAG funding suballocation for the MAG Region from the American Recovery and Reinvestment Act (ARRA) requires projects to adhere to the requirements established in the Surface Transportation Program (STP). ARRA funded projects must be located on a facility that is classified as an urban collector or rural major collector or higher in the functional classification hierarchy. Maricopa County and Fort McDowell Yavapai Nation have requested that the functional classification of three roadways located in the Ft. McDowell community be updated as related to programming ARRA funds. The Management Committee is requested to recommend the proposed updates to the functional classification system. Please refer to the enclosed material.

*5G. Final Closeout of the Federal Fiscal Year (FFY) 2009 MAG Federally Funded Program

Since the Regional Council approved the Interim FFY 2009 MAG Closeout, there have been additional request for project deferrals: GDY07-302 and GDY07-709, which are found in Table A. With these new deferrals, the funding available for Closeout increases from \$28.7 to \$29.3 million. The identification of these additional funds for Closeout indicates that the two projects in the rank ordered Contingency List, MMA09-610 and PHX07-740 can be funded. The Transportation Review Committee (TRC) recommended approval of the project deferrals and funding as noted above. In addition, the TRC also recommended that any remaining CMAQ Closeout funds be allocated toward funding the remaining street sweepers on the prioritized list for FFY 2009. Please refer to the enclosed material.

5F. Recommend approval of the proposed updates to the functional classification system.

5G. Recommend approval of the Final Closeout for Federal FY 2009 and recommend amending/adjusting the FY 2008-2012 MAG TIP and the RTP 2007 Update as needed.

AIR QUALITY ITEMS

*5H. Additional Funding for Sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

On January 28, 2009, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and retained the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. Funding for the remaining sweepers on the approved Prioritized List is available from \$685,676 in savings associated with four sweeper projects that have been requested to be deleted, and from \$402,968 in Federal Fiscal Year 2009 Closeout funds recommended by the Transportation Review Committee on June 25, 2009. The following sweepers would be funded: Phoenix (the remaining \$62,696 for project #2); Paradise Valley; Tempe; Salt River Pima-Maricopa Indian Community; Chandler; Youngtown; and Buckeye (\$157,590 for project #1). Please refer to the enclosed material.

*5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects, new American Recovery and Reinvestment Act projects for Fountain Hills and Scottsdale, and Valley Metro Rail projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

5H. Recommend approval of additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

5I. Consultation.

5J. Consultation on Proposed Transportation Conformity Processes for the 2009 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and transportation plan. MAG is distributing for comment the proposed processes to be applied beginning with the upcoming conformity analysis for the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2009 Update. Comments regarding this material are requested by July 22, 2009. Please refer to the enclosed material.

*5K. Consultation on Potentially Regionally Significant Projects for the Draft FY 2010-2014 MAG Transportation Improvement Program

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed Draft FY 2010-2014 MAG Transportation Improvement Program has been prepared. It is requested that comments regarding the list be reported to MAG by July 22, 2009. Please refer to the enclosed material.

5J. Consultation.

5K. Consultation.

GENERAL ITEMS

*5L. Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Accept Funding from the Arizona Department of Environmental Quality for Developing a Roadmap for Greening Water Infrastructure

The Arizona Department of Environmental Quality has notified MAG that it would be awarded \$45,000 in stimulus funding from the American Recovery and Reinvestment Act of 2009 for water

5L. Recommend approval to amend the FY 2010 MAG Unified Planning Work Program and Annual Budget to accept \$45,000 from the Arizona Department of Environmental Quality for developing a roadmap for greening water infrastructure.

quality management planning. The funding would be used to conduct a workshop on green infrastructure for water and wastewater treatment plants focusing on Arizona issues, and to prepare a roadmap for greening water infrastructure. It is necessary to amend the FY 2010 MAG Unified Planning Work Program and Annual Budget to accept these funds. Please refer to the enclosed material.

*5M. Digital Aerial Photography Partnership with Central Arizona Association of Governments

In May 2009, the MAG Regional Council approved the FY 2010 Unified Planning Work Program and Annual Budget, which included \$40,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. This imagery is purchased on an annual basis and typically includes substantial portions of Pinal County. This year MAG has been approached by the Central Arizona Association of Governments (CAAG) to enter into a partnership to issue a single Invitation for Bids. Cost for the imagery purchased through the joint Invitation for Bids would be based on the area covered by the purchase. MAG and CAAG would receive the full imagery acquisition. CAAG's payment responsibility would be for the Pinal County portion of the imagery. As in past years, this photography will be made available at no charge to MAG member agencies, as well as to CAAG member agencies. The Management Committee is requested to recommend approval to amend the FY 2010 Unified Planning Work Program and Annual Budget for MAG to accept funds from CAAG for the Pinal County portion of the digital aerial photography. Please refer to the enclosed material.

*5N. Annexation Requirements for Census 2010

The 2010 Census is only nine months away. To prepare for this count, MAG wants to ensure that all jurisdictions are aware of the need to complete any annexations by December 31, 2009, and report those annexations to the U.S. Census Bureau by March 1, 2010, in order for population in the newly annexed area to be included in the

5M. Recommend approval to amend the FY 2010 Unified Planning Work Program and Annual Budget for MAG to accept funds from the Central Arizona Association of Governments for the Pinal County portion of the digital aerial photography.

5N. Information.

jurisdiction's Census 2010 population. The U.S. Census Bureau conducts the Boundary and Annexation Survey (BAS) annually to update information about the legal boundaries and names of all governmental units in the United States. The Census Bureau uses the boundary information collected in the BAS to tabulate data for various censuses and surveys, including the 2010 Census of Population and Housing. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. MAG Federal Funds Working Group

At the June 10, 2009, MAG Management Committee meeting, the expenditure of MAG federal funds was discussed. Following the discussion, it was suggested that a working group be appointed at the July 8, 2009, MAG Management Committee meeting. On June 12, 2009, a memorandum was sent to the Committee requesting that potential names for the working group be submitted to MAG. The composition of the working group is open for discussion. In 1995, when a previous group was formed to discuss this issue, a seven-member working group was formed, consisting of four management representatives and three staff members. If this model is followed, it may be appropriate to have three technical staff members who are familiar with the federal funds program and four management representatives. Balancing these appointments across the region is suggested. Names received will be forwarded in a separate mailing.

7. Transportation Planning Update - Proposition 400 Regional Freeway Program

The Regional Council will receive an update on the strategies identified by MAG staff to address the funding gap in the Regional Freeway Program. Topics covered within this presentation include an update on cost saving proposals in the SR-202L/South Mountain Freeway and SR-303L corridors. The update will conclude with a

6. Formation of a MAG Federal Funds Working Group.

7. Information and discussion.

presentation on overall strategies and scenarios for meeting the Regional Freeway funding gap, based on the corridor-specific cost savings, data collected from the Central Phoenix Peer Review Group, discussions with ADOT and their Management Consultants, and MAG staff recommendations.

8. Presentation of the Framework Recommendation for the Interstates-8 and 10-Hidden Valley Transportation Framework Study

As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwestern Maricopa County and western Pinal County. Beginning in May 2007, a project team began framework planning efforts for a 3,200 square mile study area in both Maricopa and Pinal Counties for an area bounded by Gila River on the north, SR-87 and Overfield Rd. on the east in Pinal County, the Tohono O'odham Indian Community and Barry Goldwater Range on the south, and 459th Avenue on the west in Maricopa County. The project's study team has determined that entitled development represents a population of approximately 2.5 million by buildout. At this time, the project's funding partners, in cooperation with a Study Review Team and a project consultant team, have made their final framework recommendation that is ready for study acceptance by MAG and the Central Arizona Association of Governments (CAAG). An illustration of the recommendation and draft of the project's executive summary is included in the transmittal summary. In this presentation, MAG staff will provide the Committee with information about the final framework recommendation in advance of formal acceptance by the Regional Council of the study's recommendations in September 2009. Please refer to the enclosed material.

8. Information and discussion.

9. Transportation Public Involvement Report

MAG has conducted a public involvement process on transportation plans and programs throughout Fiscal Year 2009. Included in this process were a variety of special events, small group presentations, e-mail, telephone and Web site correspondence. The process also included a transportation public hearing hosted by MAG in cooperation with the Arizona Department of Transportation, Valley Metro, METRO and the City of Phoenix Public Transit Department. Agenda items included the draft project listing for the FY 2010-2014 MAG Transportation Improvement Program; Status of the American Recovery and Reinvestment Act funds programmed in the MAG region; City of Phoenix Public Transit Department Program of Projects; and a review of issues for the MAG Regional Transportation Plan 2010 update. A court reporter was in attendance to record public comments verbatim. All comments made at the hearing were provided a formal response from staff. The responses to comments are included in the attached Transportation Public Involvement Report. Also included is a list of the meetings and events MAG staff has participated in since the start of FY 2009. Please refer to the enclosed material.

9. Information and discussion.

GENERAL ITEMS10. Update on the MAG Library District Stakeholder Group

On May 13, 2009, it was noted at the MAG Management Committee that a request had been received to reconvene the MAG Library District Stakeholders Group. The purpose of the meeting is to discuss an equitable agreement regarding the reciprocal borrowing agreement with the Maricopa County Library District. On June 11, 2009, the MAG Library District Stakeholders Group met and recognized that it would be beneficial for a sub-group to continue the discussion on the details of the reciprocal borrowing agreement. The sub-group met on June 22, 2009, and has agreed to continue discussions related to the reciprocal borrowing

10. Information and discussion.

agreement. An update on the discussion to date will be provided to the Management Committee.

11. Legislative Update

An update will be provided on legislative issues of interest.

12. Comments from the Committee

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

11. Information, discussion and possible action.

12. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
June 10, 2009
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair	Christopher Brady, Mesa
Mark Pentz, Chandler, Vice Chair	Jim Bacon, Paradise Valley
# Matt Busby for George Hoffman, Apache Junction	Carl Swenson, Peoria
David Johnson for Jeanine Guy, Buckeye	Frank Fairbanks, Phoenix
* Gary Neiss, Carefree	John Kross, Queen Creek
* Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Spencer Isom for B.J. Cornwall, El Mirage	John Little, Scottsdale
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Michael Celaya for Randy Oliver, Surprise
Rick Davis, Fountain Hills	Charlie Meyer, Tempe
* Rick Buss, Gila Bend	Chris Hagen for Reyes Medrano, Tolleson
* David White, Gila River Indian Community	# Gary Edwards, Wickenburg
George Pettit, Gilbert	Lloyce Robinson, Youngtown
Jessica Blazina for Ed Beasley, Glendale	Steve Hull for John Halikowski, ADOT
Romina Korkes for John Fischbach, Goodyear	Kenny Harris for David Smith, Maricopa County
RoseMary Arellano, Guadalupe	Bryan Jungwirth for David Boggs, Valley Metro/RPTA
Sonny Culbreth for Darryl Crossman, Litchfield Park	

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Charlie McClendon at 12:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair McClendon noted that Rick Buss, Gary Edwards, Matt Busby, and Michael Celaya were participating via teleconference.

Chair McClendon noted material at each place: item #5J, the addendum to the agenda, revised material for agenda item #6, and a bill summary chart for agenda item #11.

Chair McClendon announced that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair McClendon stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair McClendon noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations.

Chair McClendon recognized public comment from Dianne Barker, who expressed her thanks for the transit ticket she received. She said that she had been seen riding light rail by Rick Simonetta's assistant, and that she had brought Mike Hendricksen to the meeting. Ms. Barker reported that she had sent out a Twitter message at 6:00am that said "Warning: Happiness is contagious," and she had received a response, "I caught it." She stated that two light rail riders from Surprise, who parked their car on Central Avenue and were traveling to Tempe, asked her if the Surprise City Manager or Mayor rode light rail. Ms. Barker stated that multimodal transportation feels good. Chair McClendon thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest to the MAG region.

Mr. Smith stated that he met with the Central Arizona Association of Governments (CAAG) regarding their planning relationship. He said that federal law 450.312 requires that the Metropolitan Planning Area boundaries, shall encompass the entire existing urbanized area, plus the area expected to be urbanized within a 20-year forecast period for the metropolitan transportation plan. Mr. Smith displayed maps of the contiguous area expected to be urbanized by 2010 and by 2030, and noted how the boundary was expanding. Mr. Smith noted that MAG, CAAG and Pinal County have already participated in many joint planning efforts, such as the Southeast Maricopa/Northern Pinal study and Hidden Valley Transportation Framework Study. He stated that for the MAG transportation model to perform correctly, requires the MAG transportation model to extend into Pinal County. Mr. Smith stated that previously the MAG model indicated that the level of service was not showing congestion in the Mesa area, however, when MAG extended the model into Pinal County, the level of service dots turned red, indicating congestion. Mr. Smith displayed a map of the air quality nonattainment boundary for 8-hour ozone that was recommended by the Governor to EPA, and pointed out that it extends farther into Pinal County. He advised that the 2010 Census will establish the new urbanized areas.

Mr. Smith stated that MAG is a Transportation Management Area, which means that it must undergo a certification review by the Federal Highway Administration and Federal Transit Administration. He continued that the 2004 final report of MAG's certification review concluded that, "As the urbanized area continues to grow outside the boundaries of Maricopa County, the boundaries of the MPO should grow with it. We strongly encourage MAG to work with the neighboring jurisdictions outside Maricopa County to make their transition to the MPO as seamless as possible."

Mr. Smith stated that MAG's next certification review is scheduled for November 2009, and the federal agencies will ask how MAG followed up on the comments from the 2004 certification. Mr. Smith stated that one possible strategy would be to develop a joint planning coordination resolution with MAG, CAAG and the Pima Association of Governments to discuss mutual planning interests. Mr. Smith reported that he had been invited to the CAAG Transportation Policy Committee to discuss planning coordination, and he wanted to keep members informed that these discussions are ongoing. Chair McClendon thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair McClendon stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the Consent Agenda. He reviewed the public comment guidelines for the Consent Agenda. He noted that no public comment cards had been received.

Chair McClendon asked if any member of the Committee had questions or a request to have a presentation on any Consent Agenda item.

Ms. Korkes moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mr. Culbreth seconded, and the motion carried unanimously.

5A. Approval of May 13, 2009, Meeting Minutes

The Regional Council, by consent, approved the May 13, 2009, meeting minutes.

5B. Draft Fiscal Year (FY) 2010 Arterial Life Cycle Program (ALCP)

The Management Committee, by consent, recommended approval of the Draft FY 2010 Arterial Life Cycle Program contingent on a new Finding of Conformity for the Regional Transportation Plan 2010 Update and FY 2010-2014 MAG Transportation Improvement Program, which will be finalized in January 2010. The Regional Transportation Plan (RTP) identifies 94 arterial street projects to receive funding from the regional sales tax extension and from MAG federal funds. The Arterial Life Cycle Program (ALCP) provides information for 93 of the 94 projects spanning a 20-year life cycle. Information contained in the ALCP includes project location, regional funding, fiscal year (FY) of work, type of work, status of project and the lead agency. As part of the ALCP process, Lead Agencies update project information annually, at a minimum. MAG staff has programmed the Draft FY 2010 ALCP based on the information provided by Lead Agencies and from projected revenue streams from the Regional Area Road Fund (RARF), MAG Surface

Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds. On May 27, 2009, the Transportation Review Committee recommended approval of the Draft FY 2010 Arterial Life Cycle Program.

5C. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

The Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached tables. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The majority of the requested changes are related to modifying transit projects and the costs related to 2009. These modifications are needed to match the transit grant applications. The other requested project changes involve adding three new federal-aid Safe Routes to School projects, modifying costs for American Recovery and Reinvestment Act funded projects, modifying the project schedule for ADOT led projects, and doing the technical amendment to add the Phoenix Sky Train project into the TIP. These requests were recommended for approval by the Transportation Review Committee.

5D. Update to the Federal Functional Classification System

The Management Committee, by consent, recommended approval of updates to the federal functional classification system as identified in the attached material. The sub-allocation to the MAG region from the American Recovery and Reinvestment Act (ARRA) requires projects to adhere to the requirements established in the Surface Transportation Program (STP). As such, ARRA funded projects must be located on a facility that is classified as an urban collector or rural major collector or higher in the federal functional classification hierarchy. Toward that end, MAG member agencies have requested the update of the federal functional classification of specific roadways. On May 27, 2009, the Transportation Review Committee (TRC) recommended approval of the updates for Vulture Mine Road, Pecos Road, and Estrella Drive. Since the TRC met, there has been an additional request to classify Norterra Parkway.

5E. PM-10 Pave Unpaved Road Projects

The Management Committee, by consent, recommended approval of a list of PM-10 Pave Unpaved Road projects to be programmed with Congestion Mitigation and Air Quality (CMAQ) funds in 2011 and 2012, and to be included in the Draft FY 2010-2014 MAG Transportation Improvement Program. The MAG Regional Transportation Plan (RTP) allocates all future MAG federal funds to specific modes and, in some cases, identifies specific projects for the funds. For PM-10 Pave Unpaved Road projects, the RTP and MAG Transportation Improvement Program (TIP) identify the funding source of Congestion Mitigation and Air Quality (CMAQ) but do not specify individual projects. Requests for CMAQ funds expected to be available for PM-10 Pave Unpaved Road projects for 2011 and 2012 have been received, reviewed by the Street Committee, and ranked by the Air Quality Technical Advisory Committee (AQTAC). The Transportation

Review Committee recommended PM-10 Pave Unpaved projects in 2011 and 2012 to be programmed with CMAQ funds which are shown in the attached tables.

5F. Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to Include Funding for a Park and Ride Study and a Transit Circulator Study for the City of Avondale

The Management Committee, by consent, recommended approval to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include \$200,000 to support a Park and Ride Site Selection Study for the City of Avondale and to include \$150,000 for a Transit Circulator Study. In March 2009, the Regional Council allocated American Recovery Reinvestment Act (ARRA) funds for the MAG region. The City of Avondale received funding for a park and ride study site selection study. Following the Regional Council action, the City of Avondale was informed by the Federal Transit Administration that the ARRA funds could not be used for a park and ride lot site selection study. To move this project forward, MAG is requesting that the FY 2009 MAG Unified Planning Work Program and Annual Budget be amended to provide MAG federal planning funds in the amount of \$200,000 to support a park and ride site selection study and \$150,000 for a bus circulator study. The park-and-ride study is an analysis of potential sites and right-of-way availability for a park and ride parking structure facility in the vicinity of I-10 and Avondale Boulevard. The circulator study will deliver a plan that recommends routes, operations and funding sources for the service.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the fiscal year (FY) 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment involves several projects, including transit projects for Avondale and Phoenix and new federal Safe Routes to School projects located in Phoenix and Gilbert for FY 2010. The proposed administrative modification involves several projects, including minor revisions to transit projects for Phoenix, and Arizona Department of Transportation projects on State Route 88, Loop 101 Pima Freeway, and Loop 202 Red Mountain Freeway. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by June 19, 2009. This item was on the agenda for consultation.

5H. New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, As Amended

The Management Committee, by consent, recommended approval of the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended. On April 22, 2009, the MAG Regional Council approved a proposed amendment to add Stage One of the Phoenix Sky Harbor Automated Train System (Sky Train) to the fiscal year (FY) 2008-2012 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan (RTP) 2007 Update for the necessary air quality conformity analysis. MAG has conducted a regional emissions analysis for the proposed amendment. The results of the regional emissions analysis for the proposed amendment, when

considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. Any comments on the amendment and finding of conformity are requested by June 19, 2009, following a 30-day public review period.

5I. Resource Maps - Part of Regional Heat Relief Planning Efforts

The Maricopa Association of Governments has developed two maps of resources to help make water and shade available to vulnerable populations during the hot summer months. This activity supports regional heat relief activities. The first map shows where water hydration stations and refuge locations are located throughout the county, or where people in need can go for water and shade. The second map shows water collection and donation sites in the region. Many heat-relief efforts have been added since last year to prevent people from dying from heat-related illnesses. This item is presented to alert member agencies to resources available throughout the summer months and to solicit assistance in making these resources available. This item was on the agenda for information and discussion.

5J. Amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget to Provide Funding for MAG to Join the Western High Speed Rail Alliance

The Management Committee, by consent, recommended approval to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to provide \$5,000 per month for twelve months for MAG to join the Western High Speed Rail Alliance. MAG has been contacted by participants in the Western High Speed Rail Alliance to solicit MAG's participation in the Alliance. The purpose of the Alliance is to develop and promote a high speed rail network to provide high speed rail connections throughout the Rocky Mountain region with connections to the Pacific coast. It is the intention of the Alliance to seek professional assistance to carry out its mission. To fund the effort, regions throughout the Intermountain West would contribute financial resources. To date, the regions representing Las Vegas, Reno and Salt Lake have committed. The regions for Albuquerque, Denver and Phoenix are also being requested to join. Each participant is being requested to provide \$5,000 per month for twelve months toward the effort.

6. Update and Review of Project Deferral Requests for Federal Fiscal Year (FFY) 2009 MAG Closeout

Eileen Yazzie, MAG Transportation Program Manager, provided Committee members with a report on the Interim MAG Closeout for federal fiscal year (FFY) 2009. She reviewed the new material at each place. Ms. Yazzie stated that the packet included a memorandum and Table A, which listed the requests for project deferrals and deletions. She said that pages one and two showed new requests to defer projects and remove federal funds, and these totaled approximately \$3.4 million. Ms. Yazzie stated that Table A also included previously approved project deferrals and deletions which were shown on pages two and three. She noted that these projects totaled approximately \$10.6 million, and she added that about one-half of the projects have already been approved by the Regional Council. Ms. Yazzie explained Table B, which included the 71 projects submitted for closeout and their cost effectiveness score. She noted that the far right column indicated the recommendation from Transportation Review Committee (TRC). Ms. Yazzie stated

that the packet also included the required justification letters from Fort McDowell, Guadalupe, and Scottsdale for the four projects requesting deferrals more than once.

Ms. Yazzie reviewed actions taken by the TRC. On May 28, 2009, the TRC recommended approval of additional projects to be deferred from FFY 2009 to FFY 2010 or later, and recommended approval of additional projects requesting to remove federal funds, which were shown on Table A. On June 8, 2009, the TRC recommended approval of projects to be funded with funding available through the FY 2009 Closeout as annotated in Table B.

Ms. Yazzie said that section 600 of the draft programming principles guides the closeout process for deferrals, and say that for all projects, member agencies would be allowed a one time deferral without justification, and if a project is requesting to be deferred for the second time or more, the sponsoring agency for the project will submit a justification letter explaining why the project should remain in the MAG Federal Fund Program. Ms. Yazzie stated that this justification letter with the deferral notification will be taken through the MAG committee process, beginning at TRC; if the justification is approved the project would remain in the program, and if the justification is not submitted or not approved, the project would be removed from the program.

Ms. Yazzie stated that the project deferrals and deletions total approximately \$3,393,030. She said that four projects were requesting to be deferred for a second time or more and required a justification letter, two projects were requesting a first time deferral and do not require a justification letter, and five projects were requesting federal funds to be removed. Ms. Yazzie added that four of the five projects requesting removal will continue to move forward with local funds and one will not move forward at this time. Ms. Yazzie asked members if they had questions on Table A.

Mr. Isom asked if some of the projects looking to utilize closeout funds were projects deleted in prior years. Ms. Yazzie replied that deleted projects were annotated by an asterisk in Table B. She said that Buckeye, Surprise and Phoenix have deleted projects and are requesting that those funds be applied to another project in their jurisdiction.

Mr. Isom asked if the funds for projects deleted in a prior year had been closed out, or are those projects being resurrected. Ms. Yazzie responded that this closeout is only for deletions in FFY 2009, and she advised that the books had been reconciled for deletions in FFY 2008.

Mr. Isom commented that he thought one of the projects on the list was from FFY 2007, and asked if that is the case, how the books were being reconciled. He added that he understands and supports the use it or lose it concept, but it seems MAG is undergoing an abbreviated process that does not go through a subcommittee review. He asked who served on the committee that made the FFY 2009 recommendation. Ms. Yazzie replied that the normal application process for projects to be approved for federal funds starts at the subcommittee level and proceeds through the Transportation Review Committee, Management Committee, Transportation Policy Committee, and Regional Council. She noted that due to the tight time constraint of the end of the federal fiscal year, when ADOT has to reconcile its books by the end of September, MAG conducts an abbreviated process that starts at the Transportation Review Committee. Ms. Yazzie stated that this year, the Transportation Review Committee met twice on closeout and the

recommendation then continues to the Management Committee, Transportation Policy Committee, and Regional Council.

Mr. Isom stated that MAG seems to have closeout funds each year. He asked if there was a way to review the closeout process. Ms. Yazzie responded that MAG is working under draft federal fund programming principles that include the guidelines and process for closeout. She advised that there will be an examination of the principles at a formal level this summer and fall to see if there is an opportunity to modify the process and review of federal fund projects.

Mr. Isom expressed that he was concerned and curious about the accounting, if there is an issue with mixing funding sources, and tracking that projects will be obligated this year. Ms. Yazzie stated that a report on the federal fund project status is provided twice per year to the Street Committee, the Transportation Review Committee, the Management Committee, and the Regional Council, in addition to a quarterly federal fund status report to the Street committee. She stated that the projects are tracked in coordination with ADOT. Ms. Yazzie stated that if a project does not obligate, it is reported and annotated and usually is not carried forward.

Mr. Harris noted that there is one Maricopa County project on the contingency list and asked how that worked. Ms. Yazzie said that the presentation on Table B would address the contingency list and asked if she could respond to his question after the update. Mr. Harris agreed.

Mr. Bacon stated that it seems there are two categories of explanation for deferrals: fiscal constraint and the ability to apply technical resources. He stated that some communities are unaware of the technical requirements. Mr. Bacon asked if the reason for requesting a deferral mattered. Ms. Yazzie replied that agenda item #8 will provide a report on the federal funds process and financial commitments. She said that this is the first year that deferral letters were requested, and they are looking for more detail, whether financial or technical. Ms. Yazzie stated that in the past, there were more deferrals attributed to technical reasons than financial reasons, but this year, there seem to be more financial difficulties.

Ms. Yazzie stated that Congestion Mitigation and Air Quality (CMAQ) and (Surface Transportation Program (STP) federal funds available to the MAG region totaled \$154 million, and \$138.7 million was programmed. She said that requests to defer projects or delete funds totaled \$14 million and \$21.4 of STP funds in the fiscally constrained Arterial Life Cycle Program (ALCP). Ms. Yazzie advised that this leaves an unobligated balance of \$50.4 million and they are carrying forward \$22 million to maintain fiscal balance in the ALCP. She noted that the unobligated funds for FFY 2009 Closeout total \$28.7 million.

Ms. Yazzie reviewed the prioritization of unobligated federal funds in closeout process according to the draft programming principles. She stated that projects submitted for use of closeout funds will be selected based on the following three priorities in order: 1) Advancing projects (or phases of projects) of the same mode that are already programmed in the current Transportation Improvement Program (TIP) with MAG federal funds from a future year, in chronological order of the TIP; 2) Adding additional federal funds to an existing, unobligated project, up to the originally programmed, federal-aid maximum, or the maximum established by the mode in the RTP, whichever is less; 3) Adding projects to the TIP for new funding.

Ms. Yazzie stated that 71 projects were submitted for FFY 2009 closeout funds, seven were submitted after the due date for almost \$80 million, with \$28.7 million available. Ms. Yazzie explained that Table B is organized by priority category, then cost effectiveness, and she noted that some projects do not have cost effectiveness scores, this does not mean they are 'ranked' low, it means that the score is not pertinent to them mainly because they are requesting STP funds.

Ms. Yazzie explained the Priority Code Key: 1 is a project advancement; 1A is advancing a portion of a construction project for a new design phase; 1-2 is an advancement and request for additional funds; 2 indicates a request for additional funds; 2# is a request for additional funds for previously obligated projects; 3 indicates a request for new funds; and 3A indicates a request for new CMAQ funds on a TEA funded project.

Ms. Yazzie reviewed the recommendation of the TRC, which was indicated in the far right column of Table A. In Priority Code 1, one project was recommended to advance in the amount of \$350,000; in Priority Code 1A five projects were recommended to advance a portion of construction projects for a new design phase in the amount of \$1.216 million; in Priority Code 1-2, projects were recommended to advance and requested additional funds in the amount of \$2.59 million; in Priority Code 2, projects were recommended to receive additional funds in the amount of \$17.78 million; in Priority Code 2# 13 projects were recommended to receive additional funds for previously obligated projects in the amount of \$146,439; and in Priority Code 3, twelve projects were recommended for new funds in the amount of \$6.56 million.

Ms. Yazzie noted that there is a policy implication in the RTP. She said that the current policy allows up to the originally programmed, federal-aid maximum, or the maximum established by the mode in the RTP, whichever is less. Ms. Yazzie stated that the RTP designates a 70/30 split for bicycle, pedestrian, ITS, and arterials. She added that the RTP policy for paving dirt road projects varies depending on the year programmed. Ms. Yazzie noted that the federal aid maximum is 94.3 percent, and the Federal Energy Act of 2007 allows 2009 CMAQ projects to obligate at 100 percent. She advised that the majority of the projects in the TRC recommendation fall within either the Federal aid maximum percentage or the Federal Energy Act of 2007 percentage, but differ from the RTP policy of a 70/30 split.

Ms. Yazzie then addressed Mr. Harris's earlier question about the Maricopa County project on the contingency list by saying that the TRC also recommended that the two projects on Table B be put in priority order, with the Maricopa County project first and the Phoenix project second.

Ms. Yazzie concluded her presentation and said that she would answer questions from the Committee.

Mr. Meyer asked for clarification of the deadlines. Ms. Yazzie replied that for the past two years, MAG has instituted deadlines for closeout, especially for projects to be submitted. She explained that the first deadline for the FFY 2009 closeout was published in July or August of last year in the Transportation Programming Guidebook, where schedules and deadlines are published for the fiscal year. Ms. Yazzie reported that a memorandum on closeout was sent to member agencies in mid March and the deadline was April 20. She explained that the deadline is so tight because the majority of projects submitted must undergo a CMAQ cost effectiveness analysis. Ms. Yazzie

stated that submitted projects must first be reviewed by the Transportation Division and then the Environmental Division, followed by an evaluation by MAG staff. She said that following this, the project would be considered by the Air Quality Technical Advisory Committee for a recommendation. Ms. Yazzie noted that completing this process for 60 to 70 projects takes a significant amount of time.

Mr. Meyer asked if the deadlines were calculated by the hour or the day. Ms. Yazzie replied that the deadlines for this process are calculated by the day.

Mr. Swenson moved to recommend approval of additional projects to be deferred from FFY 2009 to FFY 2010 or later, recommend approval of additional projects requesting removal of federal funds, recommend approval on priorities for utilizing MAG federal funds, which become available through the FFY 2009 Closeout Process, and make the necessary amendments and modifications to the FY 2008-2012 MAG Transportation Improvement Program, and as necessary to the Regional Transportation Plan 2007 Update. Mr. Kross seconded, and the motion passed with Mr. Isom abstaining.

8. Expenditure of MAG Federal Funds

This agenda item was taken out of order.

Eric Anderson, MAG Transportation Director, reported to members on the Closeout process for federal funds. He thanked members for their patience as the Closeout process is conducted. Mr. Anderson stated that the process was developed by a working group established by the Management Committee in 1995. He advised that federal law requires that MAG conduct air quality conformity to ensure projects meet air quality standards. Mr. Anderson stated that paving dirt roads is a great benefit for PM-10. He noted that federal law also requires that the Transportation Improvement Program, especially the first two years, must be fiscally constrained, and there are implications when projects are delayed or the federal funds cannot be obligated.

Mr. Anderson referenced Mr. Bacon's statement that deferrals fall into two categories: technical and financial. He said that in reviewing requests for Closeout funds, many projects may not have the full financial commitment at the local level due to financial issues. Mr. Anderson noted the difficulties encountered in obligating as many federal funds as possible and to have as many projects on the street creating jobs and assets.

Mr. Anderson noted that one of the original Closeout guidelines said that a project could only be deferred for one year. He explained that the guidelines required member agencies to notify MAG staff by March 1 if a project would be withdrawn or carried forward and if carried forward, a project can be carried forward one time only and must be obligated by March 1 the following year. Mr. Anderson noted that MAG has projects that have deferred many years for a number of reasons, and this complicates the MAG process. He commented that MAG is carrying over approximately \$50 million in federal funds and that money could be on the street creating jobs.

Mr. Anderson stated that staff is looking for guidance from the Management Committee, and a number of suggestions for discussion were listed in the agenda item. He commented that one-year

deferrals are fine, but subsequent deferrals cause problems and staff would like to see a one-year limit on deferrals become a hard deadline. Mr. Anderson advised that if a project is deleted, that does not mean an agency cannot request that project be funded later once the issues are resolved. He suggested that perhaps a limitation could be set on submitting new projects requests from a jurisdiction that has requested a number of deferrals for existing projects.

Mr. Anderson stated that the TIP is fiscally constrained, and it is important in moving forward that the local share to do projects is budgeted, especially for the first three years of the TIP and is reflected in a jurisdiction's capital improvement program. He commented that MAG staff would like the guidance of the Management Committee on these concepts and also to welcome suggestions on additional concepts. Mr. Anderson stated that staff would like to draft some recommendations and vet them through the Transportation Review Committee and come back to the Management Committee at the next meeting for additional discussion.

Chair McClendon clarified that staff had no set recommendations today, just thoughts, and the concepts would be taken to the Transportation Review Committee for discussion and brought back to the Management Committee. Mr. Anderson replied that was correct. He stated that a seven-member group of staff and Management Committee members worked on the Closeout process and that could be an option, or working through the Transportation Review Committee could be another option.

Mr. Isom commented that Mr. Anderson had brought up a concern of his that if a project is deleted in a prior year that a jurisdiction would have the ability to bring that project back, but to delete that project and replace it in a subsequent year with an entirely different project indicates the process needs review.

Mr. Bacon commented that he saw it a little differently than Mr. Isom. He said that if a jurisdiction has projects and wants to allow it to be withdrawn, it seemed to him that they should be able to apply for another project. Mr. Bacon stated that he thought there is a difference between financial and technical obstacles. He said that it can matter in terms of financial contributions if a project is closed out or allowed to continue. If there are technical issues and a jurisdiction can demonstrate it is making progress to resolve those issues, then he would see a longer time period than for financial issues. Mr. Bacon expressed his agreement that the first three years should be included in a jurisdiction's budget.

Mr. Fairbanks commented that the Bible says that he who is without sin should cast the first stone. He said that his city was not without sin, so he was not going to cast any stones and would speak about his city. Mr. Fairbanks stated that Phoenix does a fair job with Closeout, but the problem Mr. Anderson laid out is a huge problem, particularly now. He stated that there are a lot of unemployed people who cannot pay their mortgages or for their day-to-day needs. Mr. Fairbanks stated that MAG has federal money ready to spend that for various reasons, is not being spent. He remarked that the money needs to be spent within the rules on good projects. Mr. Fairbanks stated that MAG has crept into the mode where projects are thrown into the pot and if they can be done, that is all right; if they cannot be done, that is also all right, and this is a real problem. He noted that there is another reason to be timely: the bids that have come in over the past few months are outstanding – in some cases they are 30 percent to 50 percent lower than one year ago.

Mr. Fairbanks stated that MAG needs to spend the money because all member agencies are asking for funds for roads, transit and infrastructure. One standard from the ARRA requires that the money be spent on time and if MAG cannot spend the vast majority of the money its position to request more money for regional facilities is weakened. Mr. Fairbanks stated that he was glad this issue had been raised and he thought everyone needed to be more restrained when submitting projects and committed to getting them done in the time allotted and have the money and community support lined up. Mr. Fairbanks commented that he thought allowing this to continue was a recipe for disaster. He indicated his strong support for the issues that were raised by Mr. Anderson and he added that he was willing to bind his city to MAG's rules that encourage the expenditure of this money quickly on quality projects and get them done as promptly as possible.

Mr. Pettit commented that his Town was also not without fault. He said that the primary difficulty his Town encounters is getting through the initial hurdles and cost of the environmental clearance process. Mr. Pettit indicated that one of his frustrations is that the year long process to have an idea vetted, reviewed and certified has not been relaxed. He stated that their 20-year trail system project sounded like a simple process until they heard the federal clearances that would be needed and how much a jurisdiction would have to commit on its own, which is a significant cost shift and has been a burden. Mr. Pettit expressed that he hoped there would be some sensitivity to this issue during the review of the Closeout process.

Mr. Anderson remarked that Mr. Pettit was correct – the process from the time a number is received from ADOT to receiving clearances can take as long as 24 to 30 months. He indicated that MAG staff is working with ADOT and FHWA to see if the process can be streamlined. Mr. Anderson stated that this has been an issue at ADOT, member agencies and at MAG, and we need to work across the board on this. He noted that Mr. Halikowski has indicated he is committed to making available staff resources and streamlining the process.

Chair McClendon stated that Avondale staff met with ADOT and they were very helpful. He said that they discussed certification of local jurisdictions in other states that could provide the requirements now fulfilled by ADOT, which would, in effect, increase ADOT's resources.

Mr. Rodriguez noted that with the ARRA funding, his community partnered with Maricopa County to conduct the project because Fort McDowell does not have sufficient resources to do it fast enough.

Chair McClendon asked Mr. Anderson if staff had a preference to work the process through the TRC or to appoint a special committee to develop guidelines. Mr. Anderson replied that it could be done either way, but he had a slight preference for the Management Committee appointing a special committee because it elevates the issue to an appropriate level. He expressed his concern for a TRC-only committee because some have been in the process for so long they might not have a new perspective. Mr. Anderson stated that staff could draft some initial concepts that could be vetted through the working group.

Chair McClendon asked if the committee could be appointed today. Mr. Smith noted that the issue is on the table and the Management Committee has the authority to create subcommittees

under the bylaws. Mr. Anderson noted that in 1995, the seven representatives were designated by the member agencies, and it was not just Management Committee members.

Fredda Bisman, MAG General Counsel, stated that if the intention was to appoint Management Committee members to the subcommittee she would say it could proceed, but if the intent was to appoint people outside the Management Committee, she would say it would need to be properly agendized.

Chair McClendon directed staff to solicit names for members and have the appointment on the next agenda.

Mr. Smith stated that he would like to see a concept explored that was implemented in the state until recent resource shortages for smaller communities would trade their federal funds to the department of transportation for HURF money. He suggested working with MCDOT, who would put the federal funds toward a large project and put the HURF toward projects such as intersections. Mr. Smith commented that it is difficult for smaller communities to participate because they lack technical resources. He noted that it took Scottsdale four years to be certified. In addition, this is not just an ADOT call, but a Federal Highway Administration call. Mr. Smith stated that he would like to get more agencies certified, but it is an arduous process.

Mr. Anderson commented that once an agency is certified, there are major resource requirements.

Chair McClendon noted that Management Committee members were requested to make known their recommendations for subcommittee members and MAG staff will bring back the suggested list in July.

7. Transportation Planning Update - Proposition 400 Regional Freeway Program

Chair McClendon introduced Bob Hazlett, MAG Senior Engineer, for a staff report on this item, and thanked Mr. Hazlett for his presentation to the Avondale City Council. Mr. Hazlett stated that for the past three to four months, MAG staff has been working with ADOT staff and the management consultants on some strategies to address the funding gap in the Regional Freeway and Highway Program. Mr. Hazlett stated that the original budget for the Regional Transportation Plan was approximately \$9.4 billion, and the current cost opinion by ADOT is approximately \$16 billion. He stated that the approximate cost for completing the Regional Freeway Program from FY 2011 to the end of the program is approximately \$13.2 billion and available funding is approximately \$6.6 billion, which leaves a projected deficit of about \$6.6 billion.

Mr. Hazlett explained that they took the four main principles of management strategies, value engineering, deferrals, and staying the course, as ways to deal with the deficit in the Regional Freeway Program. With management strategies, they looked at whether there was a better way to do construction, right of way, and systemwide costs. With value engineering, they looked at two specific corridors, the South Mountain and Loop 303, and tried to identify if there could be some cost savings. Mr. Hazlett stated that with deferrals, projects would still stay in the Regional Transportation Plan, but deferred to a later date. With staying the course, Mr. Hazlett noted that there are a number of projects that will stay on schedule.

Mr. Hazlett stated that recent construction project bids and right of way costs on the Regional Freeway System have been lower than the engineer's estimate and they took an overall ten percent reduction on construction. He explained that historically, ADOT would estimate the right of way cost and apply a contingency to take care of things like relocation and court costs. Mr. Hazlett stated that the contingency used to be 40 percent, but with the real estate boom between 2005 and 2007, ADOT increased contingency to 50 percent. He said that with the downturn in the real estate market, they asked ADOT to reduce the right of way cost estimates by seven percent for projects after FY 2011, by returning the contingency back to 40 percent. Mr. Hazlett noted that non-project specific RTP costs, such as the freeway management system, quiet pavement, noise walls and management consultants, were creeping into the Freeway Program and they held these costs to the budgets originally identified in the RTP. He advised that these concepts could result in a savings of about \$900 million.

Mr. Hazlett stated that they looked at value engineering on the corridors themselves. He said that the original estimate for the South Mountain Freeway in the Regional Transportation Plan was approximately \$1.1 billion and the current estimate is about \$2.5 billion, an increase of about \$65 million per mile. Mr. Hazlett noted that they looked at continuing with current plans as a freeway considering a parkway, or no-build. He said that the results of traffic demand modeling indicated that the South Mountain wants to behave like a freeway and as a result, staff dismissed the parkway idea. Mr. Hazlett stated that if the South Mountain could not be built as a parkway, they considered what could be done to trim costs and still get capacity. They focused on segments eight and nine, which were the most expensive elements of the corridor because it is a commercial area and includes a tank farm. Mr. Hazlett stated that they suggested moving the alignment to 59th Avenue, which represents a cost savings of approximately \$130 million.

Mr. Hazlett stated that another element on the South Mountain was the cross section. He said that the original intent was to construct the South Mountain as six lanes, and ultimately widen it to ten lanes, with outside/inside widening to allow future expansion. Mr. Hazlett stated that this design is contrary to the designs of Proposition 300 freeways and added that returning to the Proposition 300 cross section would help along Pecos Road, where ADOT already owns about 95 percent of the right of way to build the Proposition 300 cross section. He added that two-thirds fewer relocations would be required. Mr. Hazlett stated that in terms of savings, using the 59th Avenue alignment, the Proposition 300 cross section, lower right of way and construction costs, and other value engineering could reduce the cost to about \$1.9 billion versus the ADOT identified cost of \$2.5 billion. He advised that the \$1.9 billion cost includes HOV lanes for the entire corridor.

Mr. Hazlett addressed Loop 303, which has seen the greatest cost increase of any of the freeway corridors. He said that the original cost estimate in the Regional Transportation Plan was \$1.4 billion, and ADOT's current opinion is approximately \$3.1 billion, an increase of about \$91.7 million per mile. Mr. Hazlett explained two key interchanges planned on Loop 303: at US-60 (Grand Avenue) and at I-10. He stated that the original design for the interchange at US-60 is a stacked SPUI, with ramps on both sides of Grand Avenue, and the left turning movements would be at the traffic signals under the decks. Mr. Hazlett also noted that the BNSF railroad would be located within the traffic interchange footprint. Mr. Hazlett stated that as part of an access management study by MAG and the City of Surprise on US-60 that is underway, they looked at a partial cloverleaf design, and a traffic analysis showed that this design will carry traffic at a quite

acceptable level of service through the year 2030. Mr. Hazlett noted that this interim design could save approximately \$150 million, and added that the traffic movements would be no different than those in use today.

Mr. Hazlett addressed the proposed system traffic interchange of Loop 303 with I-10. He said that this system interchange is really six interchanges in one and the cost to build it is about \$760 million, or three times what the Hoover Dam bypass is costing and represents about half of the cost to build all of Loop 303 identified in the Regional Transportation Plan from MC-85 to I-17. Mr. Hazlett stated that they have met with ADOT and Federal Highway Administration to look at the interchange to determine if there were economies without sacrificing safety and capacity.

Mr. Hazlett addressed some of the anticipated savings on the Loop 303 corridor, which include simplifying the interchanges with I-10 at a cost savings of about \$300 million and potentially deferring the construction of the MC-85 to I-10 segment at a cost savings of \$240 million. He noted by using these methods, plus the Proposition 300 cross section could save the program almost \$1 billion.

Mr. Hazlett addressed potential deferrals and commented that they tried to keep the priorities established in the RTP. He advised that they recommend building out the HOV system because of gas prices and they can be built very cost effectively. Mr. Hazlett added that safety could be improved because HOV lane construction would allow concrete jersey barriers to be installed in place of cable barriers. He noted that they looked at deferrals for SR-801, additional general purpose lanes on the freeways, and some of the direct HOV ramp connections because they would require a complete reconstruction of some of the older traffic interchanges. Working on the recommendations from the Central Phoenix Peer Review Group, Mr. Hazlett noted that they thought looking at I-17 from the Split to the Arizona Canal would be better than from I-10 to the Arizona Canal. He said that they retained funding for the west access to Sky Harbor Airport to accommodate new security measures required by Homeland Security.

Mr. Hazlett stated that with the savings he described on the South Mountain and Loop 303 corridors: deferring new freeway segments; add general purpose lanes, and direct HOV ramps and traffic interchanges; lowering right of way contingency and construction costs; and reducing systemwide costs, the cost of the program is about \$9.5 billion and the net savings to the program are approximately \$6.6 billion, which matches up with the program deficit. Mr. Hazlett stated that the Transportation Policy Committee will receive a more detailed report next week and staff would be looking for their guidance on balancing the system.

Chair McClendon thanked Mr. Hazlett for his report and asked members if they had questions.

Mr. Bacon expressed his appreciation for the work and the thought that went into this presentation. He suggested that staff might rethink reducing construction costs and real estate costs in the outer years – 2012 and beyond. Mr. Bacon said that finance directors say right now costs are good, but they expect significant inflation in the outer years.

Mr. Pettit suggested clarifying the reconciliation of the original estimates on the major elements of engineering, construction, or right of way to see where the projections missed badly. Mr.

Hazlett responded by saying that a lot of the changes were due to the unprecedented increases in construction costs in 2006 and 2007 – cement itself saw a three- to five-fold increase. He commented that these cost increases coupled with the booming real estate market created the perfect storm. Mr. Hazlett stated that scope creep also contributed to the situation and they are working with ADOT to minimize this where possible. He stated that when the engineering and actual planning are done in a corridor, efforts are needed to mitigate things that are discovered. Mr. Pettit stated that he was just trying to reconcile those items before scopes of work are reduced.

9. Zero Emissions Partnership Update

Jonathan Read from ECOTality provided members with a report on a zero emissions partnership with Nissan that will help establish Arizona as a leader in the program for electric vehicles. He said that the main purpose of the partnership is to create an electric charging infrastructure program for Maricopa and Pima Counties and the connecting corridor between them. Mr. Read announced that ECOTality had submitted the proposal on time to the U.S. Department of Energy and this morning they had received a preliminary indication that the proposal had passed the first round.

Mr. Read stated that the program is for 5,000 vehicles – the largest electric vehicle program in history. He said that key players include British Petroleum America, Bovis Lend Lease, CB Richard Ellis, Oak Ridge Laboratory, and Ohio State University. Mr. Read stated that not one penny of the funding is going to Nissan and that the Department of Energy is paying for the infrastructure. He reported that Chrysler and General Motors asked the Department for \$350 million for 350 vehicles, and commented that the ECOTality program is far ahead of everyone economically.

Mr. Read stated that the program will help Arizona reduce auto emissions and CO₂, make Arizona a launch site for all electric vehicles, and position the MAG region for stimulus infrastructure funding. He noted that they had been contacted by four other vehicle manufacturers to work with them to launch their electric vehicles. Mr. Read stated that they are actively hiring engineers and project that they will employ more than 150 skilled workers long term.

Mr. Read stated that they are working with the utilities, the policymakers and vehicle manufacturers. He said that initial meetings have taken place in Arizona with building code representatives to discuss streamlining the permitting process. He indicated that there has been some resistance and they plan to bring the five major cities together to help them understand the process. He added that meetings will be held in Phoenix so there will be no expense by local company representatives. Mr. Read stated that initial meetings have taken place with retail property owners and that they are on board with having charging stations at shopping malls.

Mr. Read stated that Nissan has been working on projections with CalTech and Ohio State University to identify the potential demographic distribution of vehicles to match up with recharge opportunities. He noted that another partner, British Petroleum, has the most advanced profiling of travel and refueling patterns in the world. Mr. Read stated that ECOTality will meet with city and town managers to present them with the potential opportunity for electric vehicles in their communities.

Mr. Read stated that contract notification for the Department of Energy proposals will be in July with award of the contract in September. He said that they have been advised that everything is on schedule and they are working to ensure the money is out the door by the end of the federal fiscal year.

Mr. Read stated that they expect to have the public infrastructure rollout in the fourth quarter of 2009 and vehicle rollout in 2010. He noted that as a result of this proposal, Nissan announced it will be building a plant in Tennessee so they will be American-made vehicles. Mr. Read said that they expect \$25 million in direct support for buildout of the electric vehicle infrastructure for the region, plus a significant amount for the engineering that will take place.

Chair McClendon thanked Mr. Read for his report and asked members if they had questions.

Mr. Pettit asked if they, along with APS and SRP, had identified all of the old EV1 charging stations that were put in and then abandoned about five years ago. Mr. Read replied that they had identified the stations in Casa Grande and in shopping centers. He said that APS and SRP are working with Portland utilities to find out how to better make this work.

10. Election of Officers

Chair McClendon stated that each June, the positions of Chair and Vice Chair are elected by the Management Committee. He called for nominations.

Mr. Fairbanks moved to nominate Mark Pentz of Chandler as Chair of the Management Committee and Carl Swenson of Peoria as Vice Chair of the Management Committee. Mr. Brady seconded, and the motion passed unanimously.

Mr. Pentz thanked Mr. McClendon for an outstanding job as chair.

11. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. He noted that reauthorization of the transportation bill expires September 30, 2009. Mr. Pryor stated that the federal FY 2010 budget shows flat growth for transportation funding this year and in the outer years. He noted that the Highway Trust Fund is projected to run out of money in August or September the only significant increase in funding appears to be for high speed rail.

Mr. Pryor stated that the administration is saying the projected shortfall in the Highway Trust Fund will be made up with program cuts instead of a transfer from the general fund. Mr. Pryor stated that the fuel economy standards were announced by the White House and the environmental components that will go into the transportation bill are unknown. He said that some of the other unknown components in the bill include the 2010 appropriations, the mounting deficit, the political unwillingness to address additional revenue from the gas tax or vehicle miles traveled, and cap and trade that has been moving forward.

Mr. Pryor stated that Senator Oberstar has indicated he will release transportation legislation in the following weeks and would like to see it adopted before the current legislation expires, but there is discussion reauthorization may not occur until 2010 or 2011.

Mr. Pryor stated that the TIGER grants for stimulus funds were released last month and applications are due September 15, 2009. He noted that the link to the TIGER information is posted on the MAG Web site.

Mr. Pryor stated that the state budget has dominated this legislative session. He said that the Legislature has approved its FY 2010 budget proposal but has not yet forwarded it to the Governor. Mr. Pryor advised that there could potentially be a \$170 million transfer from the HURF fund to the general fund. He added that the Governor is proposing a five percent reduction instead of a 15 percent reduction. Mr. Pryor stated that additional information is included in a press release issued that morning that is posted on the ADOT Web site.

12. Comments from the Committee

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

No comments were provided by the Committee.

There being no further business, the meeting adjourned at 1:25 p.m.

Secretary

Chairman

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 30, 2009

SUBJECT:

Enhancement Peer Review Group Round 17 Recommendations

SUMMARY:

The Enhancement Peer Review Group, (EPRG), formerly the Enhancement Funds Working Group, was formed by the MAG Regional Council in April 1993 to review and recommend a ranked list of Enhancement Fund applications from this region to the Arizona Department of Transportation (ADOT) Transportation Enhancement Review Committee (TERC). In January, 2009, after MAG was notified by ADOT that Round 17 Enhancement Fund applications will be due on August 14, 2009, MAG member agencies were informed of the availability of the funding and a schedule was distributed for the ranking and evaluation for transportation enhancement projects. Transportation enhancement funds can be used for many types of non-traditional transportation projects, including the design and construction of pedestrian walkways and bicycle paths, landscaping, scenic and historic preservation, billboard removal, archeological research, and other projects that are related to the surface transportation system. This year, seven enhancement fund applications totaling \$2,890,498 for projects on local roads were received, with approximately \$8 million available statewide. One application for a project on ADOT right-of-way was received totaling \$1 million, with approximately \$5 million available statewide. The Enhancement Peer Review Group recommends that the list of ranked applications be forwarded to ADOT for consideration by the TERC.

Projects were evaluated and ranked by the EPRG using criteria established by ADOT. The EPRG reviewed applications and recommended changes to strengthen the applications and improve their ability to compete on a statewide basis. Applicants were then requested to revise their applications based upon EPRG input. After the changes were considered, the EPRG ranked the applications. Applicants were also present at the ranking meeting. Extensive opportunities for agency and public input were included in the review and ranking process.

PUBLIC INPUT:

A workshop for potential enhancement fund applicants was held on March 12, 2009, to explain the transportation enhancement process. Notice of the workshop was mailed to persons interested in bicycling, the arts, landscape architecture, planning, hiking, historic preservation, and alternative mode transportation. In addition, the availability of enhancement funds was communicated to the MAG Management Committee, Transportation Review Committee, Regional Bicycle Task Force, Pedestrian Working Group, Street Committee, and planning directors of member agencies. Further, all meetings of the Enhancement Peer Review Group were held in accordance with the open meeting law. The committee chair provided abundant opportunity for applicants to clarify and revise their applications before ranking by the Enhancement Peer Review Group.

Extensive opportunities for agency and public input were included in the review and ranking process. These input opportunities occur at EPRG committee meetings.

PROS & CONS:

PROS: Forwarding the ranked applications creates this region's opportunity to obtain federal funds for projects which fall into the eleven enhancement fund categories.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: The Enhancement Funds Working Group was reconstituted into the Enhancement Peer Review Group by the MAG Regional Council on May 28, 2008. The EPRG is chaired by a member of the MAG Transportation Review Committee. Committee members include one member each from the Street Committee, Bicycle Task Force, and Pedestrian Working Group, as well as one historic preservation representative, one landscape architecture representative, and one arts representative. Process changes included prohibiting members on the EPRG from ranking their own projects; providing that members on the EPRG serve up to two years; geographically balancing the membership on the EPRG; and ensuring transparent voting.

ACTION NEEDED:

Recommend that the list of ranked applications from the MAG Enhancement Peer Review Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee.

PRIOR COMMITTEE ACTIONS:

On May 20, 2009, the Enhancement Peer Review Group unanimously recommended that the ranked list of applications to the Arizona Department of Transportation (ADOT) Transportation Enhancement Review Committee (TERC).

MEMBERS ATTENDING

Cato Esquivel, Chair, Goodyear, representing the Transportation Review Committee

Charles Andrews, Avondale, representing the MAG Street Committee

Angela Dye, A Dye Design, representing the American Society of Landscape Architects, Arizona Chapter

* Eric Faulhaber, Vision Gallery, representing the Arts Community

Peggy Rubach, MCDOT, representing the MAG Pedestrian Working Group

Reed Kempton, Scottsdale, representing the MAG Regional Bicycle Task Force

*Doug Kupel, Arizona Preservation Foundation, representing the Archaeological and Historic Preservation Community

* Not present.

CONTACT PERSON:

Maureen DeCindis, Transportation Planner III, (602) 254-6300.

APPLICANT	PROJECT	FEDERAL \$	AVERAGE SCORE	RANK ORDER
LOCAL				
Scottsdale	Az Canal Shared-Use Path	\$500,000	1.50	1
Peoria	Multi-modal Path Northern Ave. to Olive Ave.	\$500,000	2.57	2
Wickenburg	Pedestrian Bridge	\$483,279	3.00	3
Avondale	Agua Fria Undercrossing	\$430,219	3.67	4
Valley Metro	Regional Bicycle & Pedestrian Safety Educ Program	\$477,000	4.17	5
Buckeye	Irrigation Canal Multi-Use Path	\$500,000	4.86	6
STATE				
El Mirage	US 60 Grand Avenue Channel Proj	\$1,000,000		

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 30, 2009

SUBJECT:

Elderly Mobility Sign Project Update

SUMMARY:

In March 2002, MAG held the First National Conference on Aging and Mobility. At the conference it was stressed that one of the best strategies to help older drivers with declining vision was to make improvements to road signs such as using larger letter sizes, and more legible letter type such as the Clearview Font. As a result, MAG programmed funding in a future year of the Transportation Improvement Program to address this issue. This resulted in project in the FY 2007 MAG Unified Planning Work Program with \$400,000 in federal funds for a regional project that would promote elderly mobility. The Elderly Mobility Stakeholders and Transportation Safety Committee jointly developed the project concept and recommended a funding allocation to MAG member agencies. In June 2006, the Management Committee recommended the concept for the project which was concurred in by the Regional Council. The City of Phoenix made this project possible by accepting MAG federal funds and providing City of Phoenix funds for the execution of this project.

The project has resulted in the installation of nearly 3,100 new street name signs across the region. The key feature that was introduced by these signs was the use of new letter font named Clearview. This font has been adopted by many states including the Arizona Department of Transportation due to its vastly improved legibility. The adoption of Clearview Font is also included in the Federal Highway Administration Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. Figure 1 illustrates the types of signs installed and the comparison to an older sign.

Some of the new signs replaced existing signs at intersections, and others were placed on intersection approaches providing the name of the upcoming cross street. Sixteen MAG member agencies agreed to participate in this project and their sign costs are reimbursed by MAG with project funds. The funds were allocated, by the Elderly Mobility Stakeholders and the Transportation Safety Committee, to each participating agency, as shown in Table 1, based on their population over the age of 60-years. A total of \$ 110,161 that was left over at the end of first round of sign installation were reallocated by the Transportation Safety Committee to seven participating agencies that requested reimbursement for additional signs, and a project in the MAG FY 2009 Work Program for evaluating the safety effectiveness of these signs. The evaluation project is currently being carried out by the Arizona State University.

In addition to the installation of new signs, the project also provided the software necessary to produce new signs to a few agencies that have sign making facilities. This has resulted in a few local agencies, such as the City of Mesa and City of Surprise, deciding to adopt the use of Clearview Font for all their new street name signs. This is a significant accomplishment of this regional effort and may lead to the adoption of Clearview Font as a uniform standard for most street name signs in the region.

PUBLIC INPUT:

An opportunity for public input was provided during the MAG project approval process in 2006.

PROS & CONS:

PROS: The proportion of the population over the age of 65 is rapidly growing in the nation and in the MAG region. Older road users can be expected to face challenges as drivers and as pedestrians, given known changes in their perceptual, cognitive and psychomotor performances. The improvement of the road environment made through projects like this would make the roads safer for the elder road users as well as for everyone else. The change to street name signs, introduced through this project, will make the signs easier to read, thereby increasing drivers' response time. This in turn would decrease their likelihood of making hurried decisions and errors that may lead to crashes.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This project has resulted in nearly 3100 new street name signs, with larger letters and font, being installed across the region. The project has introduced a new letter font to the local street name sign practice, that is likely to be adopted across the region in time. It is very likely that there will be noticeable differences between the new signs and existing signs near these locations. However, the new signs would be observed as a road safety enhancement due to their increased legibility.

POLICY: A likely implication of this project is that, as the new signs are observed to be more legible and a clear improvement of safety for all road users, it could result in public requests for more of these signs in their cities and towns.

ACTION NEEDED:

None. This item is for information and discussion.

PRIOR COMMITTEE ACTIONS:

None. This item is for information and discussion.

CONTACT PERSON:

Sarath Joshua, ITS & Safety Program Manager, 602-254-6300.

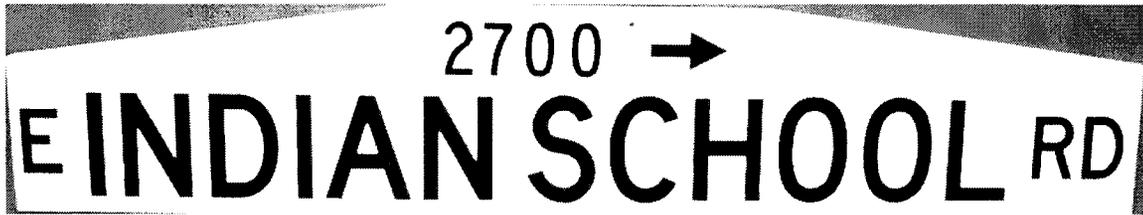


Figure 1 (a): Old Sign in Highway Gothic Font (replaced by the sign below)



Figure 1 (b): New Sign in Clearview Font

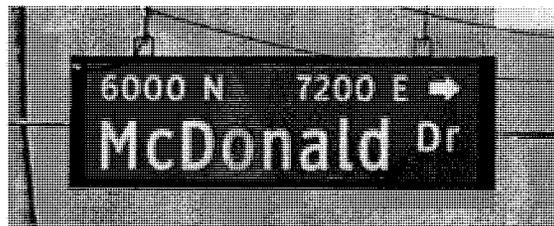


Figure 1 (c): New Sign in Clearview Font

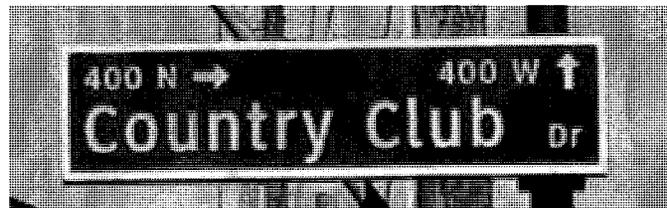


Figure 1 (d): New Sign in Clearview Font

Table 1. Summary of Elderly Mobility Sign Project Implementation

Jurisdiction	2000 Census Age 60+	Percent of Elderly	Allocation of Project Funds*	Amount Expended	Reallocation of Remainder**	Number of Signs Installed
Avondale	2,789	0.61%	\$3,221	\$3,147	\$1,700	20
Chandler	14,705	3.22%	\$12,677	\$11,511		224
Fountain Hills	5,329	1.17%	\$4,594	\$4,594		54
Gilbert	6,287	1.38%	\$5,420	\$5,919		32
Glendale	22,508	4.93%	\$19,404	\$9,223		205
Goodyear	2,931	0.64%	\$3,232	\$3,000		160
Litchfield Park	1,061	0.23%	\$3,085	\$3,084	\$1,624	40
Mesa	66,025	14.47%	\$56,921	\$56,921	\$19,818	826
Paradise Valley	3,173	0.70%	\$3,252	\$0		
Peoria	19,549	4.28%	\$16,853	\$14,504		70
Phoenix	145,232	31.83%	\$125,206	\$31,802	\$25,000	163
Scottsdale	44,710	9.80%	\$38,545	\$38,545		180
Surprise	10,712	2.35%	\$9,235	\$9,235	\$15,857	334
Tempe	15,730	3.45%	\$13,561	\$13,561	\$10,305	417
Tolleson	695	0.15%	\$3,056	\$3,055	\$1,309	42
Maricopa County	94,811	20.78%	\$81,738	\$81,738		331
ASU Evaluation Project					\$34,548	
Total	456,247	100.00%	\$400,000	\$289,839	\$110,161	3,098

* Recommended by the Mag Elderly Mobility Stakeholders & MAG Transportation Safety Committee, March 21, 2006

** Recommended by the MAG Transportation Safety Committee, April 28, 2009

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 30, 2009

SUBJECT:

Consultant Selection for the MAG Hassayampa Framework Study for the Wickenburg Area

SUMMARY:

The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council includes \$70,000 to conduct the Hassayampa Framework Study for the Wickenburg Area. The Town of Wickenburg is going to contribute \$5,000 toward the project, bringing the total cost of the project to \$75,000. The project will amend the Interstate-10/Hassayampa Valley Transportation Framework Study, where a study would extend the framework's northern boundary from SR-74/Carefree Highway alignment, to encompass the Town of Wickenburg Planning area. The final product will be to develop a transportation framework to facilitate build-out travel demand in northwest Maricopa County.

The Request for Proposals was advertised on April 23, 2009. Four proposals were received from the following firms: Wilbur Smith Associates, Dibble Engineering, HDR, and Wilson & Company. A multi-agency proposal evaluation team consisting of MAG member agencies and MAG staff reviewed the proposal documents. On June 12, 2009, the proposal evaluation team recommended to MAG the selection of Wilson & Company to conduct the project, in an amount not to exceed \$75,000.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The procurement of consultant services will enable MAG to proceed with the study in a timely manner.

CONS: Delaying the above work element could delay other projects occurring in the area. An example would be the Wickenburg General Plan Update that started in May 2009. The General Plan Update will adopt recommendations identified in this study.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The procurement of consultant services will enable MAG to obtain technical expertise in the long-range framework planning process.

POLICY: This study allows MAG to provide the Town of Wickenburg with information they will need to make decisions about land use strategies and development proposals in or near future high capacity transportation corridors. The study also provides the Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (MCDOT), Yavapai County Public Works, and the Federal Highway Administration (FHWA) with information for future

corridors, including the Hassayampa Freeway, US-60, US-93, SR-74, and SR-89.

ACTION NEEDED:

Recommend that Wilson & Company be selected to conduct the Hassayampa Framework Study for the Wickenburg Area for an amount not to exceed \$75,000.

PRIOR COMMITTEE ACTIONS:

None.

On June 12, 2009, a multi-agency evaluation team reviewed submitted proposals and selected Wilson & Company. The proposal evaluation team has recommended to MAG that Wilson & Company be selected to conduct the MAG Hassayampa Framework Study for the Wickenburg Area for an amount not to exceed \$75,000.

Proposal Evaluation Team

Jennifer Toth, Assistant Director, Multimodal Planning Division, Arizona Department of Transportation

Gary Edwards, Town Manager, Town of Wickenburg

Steve Boyle, Town Planner, Town of Wickenburg

Tim Oliver, Systems Planning Branch Manager, Maricopa County Department of Transportation

Bob Hazlett, Senior Transportation Engineer, MAG

Tim Strow, Transportation Planner, MAG

CONTACT PERSON:

Tim Strow, Transportation Planner II, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 30, 2009

SUBJECT:

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

SUMMARY:

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

The proposed amendments and administrative modifications to the FY 2008-2012 TIP that were recommended for approval by the Transportation Review Committee (TRC) are listed in the attached Tables. To move forward with project implementation for fiscal year (FY) 2010, ADOT has requested a number of financial, project description, and schedule changes. Fountain Hills and Scottsdale have submitted requests for programming American Recovery and Reinvestment Act (ARRA) funds in their community. Valley Metro has requested administrative modifications related to four repayment projects, which do not negatively affect the financial program.

There is one ADOT projects in the enclosed Table (as annotated) that require Regional Council approval of a Material Cost Change to the ADOT Program. According to A.R.S. 28-6353, it is required that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost change is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.'

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

There was no public comment at the June 25, 2009, Transportation Review Committee meeting.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and material cost changes to the ADOT Program as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

MAG Transportation Review Committee: On June 25, 2009, the MAG Transportation Review Committee recommended approval of the amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

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

- Maricopa County: John Hauskins
- *Mesa: Scott Butler
- Paradise Valley: Bill Mead
- Phoenix: Ed Zuercher
- *Queen Creek: Mark Young
- RPTA: Bob Antilla for Bryan Jungwirth
- Scottsdale: Dave Meinhart for Mary O'Connor
- Surprise: Randy Overmyer
- Tempe: Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- *Regional Bicycle Task Force: Jim Hash, City of Mesa
- *Street Committee: Darryl Crossman, City of Litchfield Park
- *ITS Committee: Mike Mah, City of Chandler

- Pedestrian Working Group: Brandon Forrey, City of Peoria
- *Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix

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

CONTACT PERSON:

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

Request for Project Change

Amendments and Administrative Modifications to the FY08-12 TIP and Material Cost Change (ADOT Project) MAG Management Committee - July 2009

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications													
Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT08-841	ADOT	Freeways in MAG Region	Posting travel times on Dynamic Message Signs	2009	n/a	RARF/STP-MAG		\$ 250,000		\$ 300,000	\$ 550,000	Admin Modify: Defer project from 2008 to 2009 and add STP funds to the project.
Highway	DOT10-840	ADOT	10: Avondale Blvd	TI improvement construction project	2010	0.1	IM	\$ 114,000	\$ 1,886,000			\$ 2,000,000	Amend: Add new TI improvement project in FY 2010.
Highway	DOT10-841	ADOT	10: MP 133.60 - MP 133.90	Erosion and drainage repair	2010	0.3	NHS	\$ 14,250	\$ 235,750			\$ 250,000	Amend: Add new drainage repair project in FY 2010.
Highway	DOT10-842	ADOT	10: 32nd St - SR202L, Santan, Phase 1	R/W Acquisition	2010	11	RARF				\$ 50,000,000	\$ 50,000,000	Amend: Add new R/W project in FY 2010.
Highway	DOT09-905	ADOT	101L Agua Fria Fwy: I-10 - Van Buren	Utility and R/W	2010	0.9	RARF				\$ 1,000,000	\$ 1,000,000	Amend: Defer project from 09 to 10. Change project name to "I-10 to VanBuren St".
Highway	DOT07-323	ADOT	101L Agua Fria Fwy: I-10 - Van Buren	Construct roadway	2010	0.9	STP & Local	\$ 1,245,500	\$ 2,357,500			\$ 3,603,000	*Material Cost Change & Amend: Change project name to "I-10 to Van Buren St" Increase local costs by \$1.103 million.
Highway	DOT10-843	ADOT	101L Price Fwy: Baseline Rd to Chandler Blvd	FMS Construction	2010	5	RARF				\$ 783,000	\$ 783,000	Amend: Add new FMS project
Highway	DOT10-6C35	ADOT	202L South Mountain Fwy: 51st Ave - I-10 West	Construct roadway	2010	11	STP & RARF		\$ 5,000,000		\$ 17,400,000	\$ 22,400,000	Admin Modify: Decrease budget by \$87.6 million.
Highway	DOT09-6C10	ADOT	202L South Mountain Fwy: 51st Ave - I-10 West	R/W Acquisition	2010	11	RARF				\$ 20,000,000	\$ 20,000,000	Amend: Change project name to "51st Ave - I-10 West" & change type of work to "R/W" from "Design"
Highway	DOT10-6C36	ADOT	202L South Mountain Fwy: 51st Ave - I-10 West	R/W Acquisition	2010	11	RARF				\$ 50,000,000	\$ 50,000,000	Admin Mod: Change project name from "I-10 East - 51st Ave" to "51st Ave - I-10 West"
Highway	DOT10-844	ADOT	303L: Thomas Rd - Camelback Rd	Design roadway	2010	2	RARF				\$ 7,000,000	\$ 7,000,000	Amend: Add design project in FY 2010.
Highway	3	ADOT	303L: Camelback Rd - Glendale Ave	Design roadway	2010	2	RARF				\$ 5,300,000	\$ 5,300,000	Amend: Add design project in FY 2010.
Highway	DOT10-846	ADOT	303L: Glendale Ave - Peoria Ave	Design roadway	2010	3	RARF				\$ 9,300,000	\$ 9,300,000	Amend: Add design project in FY 2010.
Highway	DOT10-847	ADOT	303L: Peoria Ave - Waddell Rd	Design roadway	2010	2	RARF				\$ 6,500,000	\$ 6,500,000	Amend: Add design project in FY 2010.
Highway	DOT10-848	ADOT	303L: Waddell Rd - Mountain View Rd	Design roadway	2010	3.8	RARF				\$ 9,500,000	\$ 9,500,000	Amend: Add design project in FY 2010.
Highway	DOT09-6C11	ADOT	802: SR202L, Santan - Meridian Rd	R/W Acquisition	2010	5	RARF				\$ 2,000,000	\$ 2,000,000	Admin Mod: Defer project from 09 to 10.

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT10-825	ADOT	MAG Regionwide	T1 Improvements	2010	0.1	State	\$3,000,000				\$ 3,000,000	Amend: Delete T1 improvement subitem.
Highway	DOT10-849	ADOT	MAG Regionwide	Pump station improvements	2010	0.1	NHS	\$42,750	\$707,250			\$ 750,000	Amend: Add new project in FY 2010.
Highway	FTH07-301	Fountain Hills	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	2009		STP-MAG & ARRA	\$ 131,000	\$ 2,164,000	\$ 410,000	\$ 2,164,000	\$ 2,705,000	Admin Mod: Adjust Local and ARRA costs for project
Highway	FTH09-800	Fountain Hills	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	2009	0.5	ARRA			\$ 671,614		\$ 671,614	Amend: Add new ARRA Project
Highway	SCT09-802	Scottsdale	Various Locations	Preliminary engineering, design and construction for Mill & Replace	2009	10.5 mi.	ARRA	\$ -		\$ 4,600,000	\$ -	\$ 4,600,000	Amend: Add new ARRA project

*Material Cost Change: A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost changes is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.'

Transit Projects - TIP FY2008-2012 Amendments & Administrative Modifications

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Transit	VMR10-631T	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2010		5309	\$ (54,000,000)	\$ 54,000,000			\$ -	Admin Mod: Reduce FY2010 funding for ARRA; listed as \$90 million should only be \$54 million
Transit	VMR11-707T	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2011		5309	\$ (7,249,903)	\$ 7,249,903			\$ -	Admin Mod: Reduce FY2011 funding to \$7,249,903; listed in TIP as \$90 million
Transit	VMR12-844T	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2012		5309	\$ (6,332,000)	\$6,332,000			\$ -	Amend: Delete project from TIP.
Transit	VMR09-805	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2009		ARRA-5309	\$ (36,000,000)		\$ 36,000,000		\$ -	Amend: Add new ARRA - 5309/New Starts project to TIP.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 30, 2009

SUBJECT:

Update to the Federal Functional Classification System

SUMMARY:

The MAG funding suballocation for the MAG Region from the American Recovery and Reinvestment Act (ARRA) requires projects to adhere to the requirements established in the Surface Transportation Program (STP). As such, ARRA funded projects must be located on a facility that is classified as an urban collector or rural major collector or higher in the federal functional classification hierarchy.

The Ft. McDowell Yavapai Nation and Maricopa County is requesting that Ft. McDowell Rd, Mojave Rd., and Yavapai Rd. are classified as Rural Major Collectors. Again, these three classification requests are necessary for ARRA funded projects to move forward. Please refer to the attached material for classification applications to the MAG regional functional classification system.

PROS & CONS:

PROS: Approval of this classification of roadways will allow four ARRA funded projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Roadway projects that wish to utilize transportation federal ARRA funds need to be located on a roadway that is federally functionally classified as one of the following: Urban Principal Arterial, Urban Minor Arterial, Urban Collector, Rural Principal Arterial, Rural Minor Arterial or Rural Major Collector.

POLICY: This request is in accord with Federal regulations regarding the coordination of the development and amendment of federal functional classifications between local governmental agencies and state highway agencies.

ACTION NEEDED:

Recommend approval of the proposed updates to the federal functional classification system.

CONTACT PERSON:

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

Functional Classification Worksheet

Road Name: Fort McDowell Road **Length:** 3.0 miles

Limits (termini): State Route 87 to Fort Loop Road

Current Functional Classification: Rural Minor Collector

Proposed Functional Classification: Rural Major Collector

Most recent traffic count (ADT): 3,030 **Year:** 2009

Is this request consistent with the transportation plan? (circle one) Yes or No

Has the local agency (owner) committed to funding any construction projects on this route (i.e. new construction, improvements, etc) , excluding or outside of any Federal funds?
(circle one) Yes or No

If yes, attach a copy of any documentation to this request

Has the regional planning body approved this request? (circle one) Yes or No

If yes, attach a copy of either a) an adopted resolution passed by the regional planning body; or b) an approved motion shown in the minutes from an official meeting of the regional planning body.

Request Criteria: Describe the reason for this request below (attach additional pages as necessary). If applicable, provide information on any specific traffic generators, population/housing changes (official Census or DES estimates), private or public development in the area, commercial/industrial activity and any other pertinent information that will help to justify this request. Please cite specific data and data sources for all figures used in the justification. Attach a map of the area with the route indicated on the map. Maps may be printed from the ADOT website at <http://tpd.az.gov>. Legible, handwritten notes on the map are acceptable.

The Fort McDowell Yavapai Nation currently has no roadways within the community that are federally functionally classified as higher than the current Rural Minor Collector, except for the predominantly east-west main regional access roadway (State Route 87), which is classified as a Rural Principal Arterial. Fort McDowell Road is a primarily north-south roadway that is the busiest of all of the roadways within the Nation. It provides the main connection from the main regional access roadway (State Route 87) to the southern half of the Nation up to the Tribal Council Chambers on Yavapai Road and most of the the other tribal facilities.

Currently, Fort McDowell Road, and the continuation of Fort McDowell Road (known as Mustang Way) north to Rio Verde, are listed as Rural Minor Collectors. This request is to upgrade the classification of Fort McDowell Road, from State Route 87 to Fort Loop Road, from the current Rural Minor Collector to Rural Major Collector.

This request is part of an effort to change the classification of three roadways within the Nation (Fort McDowell Road, Yavapai Road and Mojave Road) to match the roadways that they connect to, the current volume of traffic that they carry and to provide the ability to utilize Federal Transportation funds, should they become available.

This is a joint request by Fort McDowell Yavapai Nation and Maricopa County.

Please refer to the attached location map.

Functional Classification Worksheet

Road Name: Mojave Road **Length:** 1.75 miles

Limits (termini): Pueblo Boulevard to Fort McDowell Road

Current Functional Classification: Rural Minor Collector

Proposed Functional Classification: Rural Major Collector

Most recent traffic count (ADT): 1,970 **Year:** 2009

Is this request consistent with the transportation plan? (circle one) **Yes** or **No**

Has the local agency (owner) committed to funding any construction projects on this route (i.e. new construction, improvements, etc) , excluding or outside of any Federal funds?

(circle one) **Yes** or **No**

If yes, attach a copy of any documentation to this request

Has the regional planning body approved this request? (circle one) **Yes** or **No**

If yes, attach a copy of either a) an adopted resolution passed by the regional planning body; or (b) an approved motion shown in the minutes from an official meeting of the regional planning body.

Request Criteria: Describe the reason for this request below (attach additional pages as necessary). If applicable, provide information on any specific traffic generators, population/housing changes (official Census or DES estimates), private or public development in the area, commercial/industrial activity and any other pertinent information that will help to justify this request. Please cite specific data and data sources for all figures used in the justification. Attach a map of the area with the route indicated on the map. Maps may be printed from the ADOT website at <http://tpd.az.gov>. Legible, handwritten notes on the map are acceptable.

The Fort McDowell Yavapai Nation currently has no roadways within the community that are federally functionally classified as higher than the current Rural Minor Collector, except for the predominantly east-west main regional access roadway (State Route 87), which is classified as a Rural Principal Arterial.

Mojave Road is currently classified as a Rural Minor Collector. It is a continuation at it's western of Grande Boulevard in Fountain Hills and connects at it's eastern end to Fort McDowell Road. Grande Boulevard is already classified as an Urban Collector and Fort McDowell Road is being requested for an upgrade from a Rural Minor Collector to a Rural Major Collector.

The roadway is one of only two roadways that directly connect to roadways in the Town of Fountain Hills and allow for the free flow of vehicles between the two communities. Mojave Road also provides primary access to more than 70 homes that have been constructed within the last ten years.

This request is part of an effort to change the classification of three roadways within the Nation (Fort McDowell Road, Yavapai Road and Mojave Road) to match the roadways that they connect to, based on the current volume of traffic that they carry and to provide the ability to utilize Federal Transportation funds, should they become available.

This is a joint request by Fort McDowell Yavapai Nation and Maricopa County.

Please refer to the attached location map.

Functional Classification Worksheet

Road Name: Yavapai Road **Length:** 1.2 miles

Limits (termini): Pueblo Boulevard to Fort McDowell Road

Current Functional Classification: Not Classified

Proposed Functional Classification: Rural Major Collector

Most recent traffic count (ADT): 800 **Year:** 2009

Is this request consistent with the transportation plan? (circle one) **Yes** or **No**

Has the local agency (owner) committed to funding any construction projects on this route (i.e. new construction, improvements, etc) , excluding or outside of any Federal funds?
(circle one) **Yes** or **No**

If yes, attach a copy of any documentation to this request

Has the regional planning body approved this request? (circle one) **Yes** or **No**

If yes, attach a copy of either a) an adopted resolution passed by the regional planning body; or (b) an approved motion shown in the minutes from an official meeting of the regional planning body.

Request Criteria: Describe the reason for this request below (attach additional pages as necessary). If applicable, provide information on any specific traffic generators, population/housing changes (official Census or DES estimates), private or public development in the area, commercial/industrial activity and any other pertinent information that will help to justify this request. Please cite specific data and data sources for all figures used in the justification. Attach a map of the area with the route indicated on the map. Maps may be printed from the ADOT website at <http://tpd.az.gov>. Legible, handwritten notes on the map are acceptable.

The Fort McDowell Yavapai Nation currently has no roadways within the community that are federally functionally classified as higher than the current Rural Minor Collector, except for the predominantly east-west main regional access roadway (State Route 87), which is classified as a Rural Principal Arterial.

Yavapai Road is the main road used to access the Tribal Council complex to the remainder of the Nation and connects at it's western end via San Marcus Drive and Pueblo Boulevard in Fountain Hills to McDowell Mountain Road and to Fort McDowell Road at it's eastern end. McDowell Mountain Road is currently classified as an Urban Collector and Fort McDowell Road is being requested for an upgrade from a Rural Minor Collector to a Rural Major Collector.

The roadway provides the sole access to the tribal council chambers, provides primary access to more than 50 homes that have been constructed within the last ten years and is only one of two direct access points between the Nation and the Town of Fountain Hills

This request is part of an effort to change the classification of three roadways within the Nation (Fort McDowell Road, Yavapai Road and Mojave Road) to match the roadways that they connect to, based on the current volume of traffic that they carry and to provide the ability to utilize Federal Transportation funds, should they become available.

This is a joint request by Fort McDowell Yavapai Nation and Maricopa County.

Please refer to the attached location map.



Fort Loop Road

Yavapai Road

Mojave Road

Fort McDowell Road

Google

Eye Alt 27497 ft

© 2009 Tele Atlas

Streaming 100%

Point: 33°36'24.00" N, 111°24'106.40" W

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

DATE:

June 30, 2009

SUBJECT:

Final Closeout of the Federal Fiscal Year (FFY) 2009 MAG Federally Funded Program

SUMMARY:

The Interim Closeout was approved at the June 24, 2009 Regional Council meeting, and included the deferral and deletion of federal funds for 31 projects totaling \$14 million, 36 projects to be funded by Closeout Funds totaling \$28.7 million, and a contingency list of two rank ordered projects.

Recently, it was determined that the two paving projects for Goodyear, (GDY07-702 and GDY07-907), would not obligate in FY 2009. This increased the requests to defer or delete federal funds from \$14 million to approximately \$14.5 million. Table A reflects the new Project Deferrals. Since the Interim Closeout, the funds for FFY 2009 Closeout have increased from \$28.7 million to \$29.3 million.

The identification of these additional funds for Closeout means that the two projects in the rank ordered Contingency List, project MMA09-610 and PHX07-740 for the total amount of \$86,632 can be funded. The Transportation Review Committee recommended approval of both the new deferral requests and funding the contingency projects. In addition, the TRC also recommended that any remaining CMAQ Closeout funds be allocated toward funding the remaining street sweepers on the prioritized list for FFY 2009. Please see Table B for details.

An Amendment/Modification to the FY 2008-2012 MAG Transportation Improvement Program will be necessary if the Final Closeout is approved.

PUBLIC INPUT:

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on June 25, 2009. No public comment was received.

PROS & CONS:

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

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of the Final Closeout for Federal FY 2009 and recommend amending/adjusting the FY 2008-2012 MAG TIP and the RTP 2007 Update as needed

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On June 25, 2009, the TRC recommended approving the Final Closeout of Federal FY 2009 and recommended that any remaining CMAQ Closeout funds be allocated towards funding the remaining street sweepers on the prioritized list for FFY 2009.

MEMBERS ATTENDING

Peoria: David Moody	Maricopa County: John Hauskins
ADOT: Steve Hull for Floyd Roehrich	*Mesa: Scott Butler
Avondale: David Fitzhugh	Paradise Valley: Bill Mead
Buckeye: Scott Lowe	Phoenix: Ed Zuercher
Chandler: RJ Zeder for Patrice Kraus	*Queen Creek: Mark Young
*El Mirage: Lance Calvert	RPTA: Bob Antilla for Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for Mary O'Connor
Gila Bend: Rick Buss	Surprise: Randy Overmyer
*Gila River: Doug Torres	Tempe: Chris Salomone
*Gilbert: Tami Ryall	Valley Metro Rail: John Farry
Glendale: Terry Johnson	Wickenburg: Rick Austin
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Lloyce Robinson
*Guadalupe: Gino Turrubiarres	
*Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash, City of Mesa	Pedestrian Working Group: Brandon Forrey, City of Peoria
*Street Committee: Darryl Crossman, City of Litchfield Park	*Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix
*ITS Committee: Mike Mah, City of Chandler	

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

CONTACT PERSON:

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



June 24, 2009

Eileen O. Yazzie
Transportation Programming Manager
MAG-Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Dear Madam:

This letter serves to request the deferral of Goodyear's TIP programmed project GDY07-302. This paving dirt road project was originally programmed in 2007 and has already received two deferrals. We are now requesting that the project be deferred so that design can occur in 2010 and construction in 2011. The total project cost is \$834,000 with \$384,400 in local share. The local cost is budgeted as part of our Capital Improvement Plan and will be available when needed.

This project has been deferred due to the slowdown in development and roads we thought would see high spikes in vehicle counts have not materialized. We are now seeing enough activity on these roads to justify moving forward with these projects and with MAG's approval will begin the design and ADOT-Local government process this year with the target to construct in 2011.

Sincerely,

John F. Fischbach
City Manager

[STREET ADDRESS] • [CITY/STATE] • [ZIP/POSTAL CODE]
PHONE: [PHONE NUMBER] • FAX [FAX NUMBER]



2009



June 30, 2009

TO: Members of the MAG Management Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR (FFY) 2009 YEAR END FINAL CLOSEOUT

FINAL CLOSEOUT

MAG has received two new deferral requests from the City of Goodyear totaling \$489,600. Please review Table A for project details and deferral justification letters from Goodyear. The Transportation Review Committee (TRC) recommended approval of deferring the project, which increased funds available for the FFY 2009 Closeout. This implies that the two projects (MMA09-610 and PHX07-740) in the approved contingency list can be funded; this contingency list was approved by Regional Council on 6-24-09. The TRC recommended approval of \$86,632 of funding for the two projects on the contingency list. In addition, the TRC also recommended that any remaining CMAO Closeout funds be allocated towards funding the remaining street sweepers on the prioritized list for FFY 2009. Please see Table B for details.

The amounts in the paragraph below have been updated to reflect the new deferral requests.

FFY09 OBLIGATION AUTHORITY

The estimated amount of federal surface transportation program (STP) and federal congestion mitigation air quality (CMAQ) funds available for the MAG Region in FFY 2009 is \$154 million. The total amount of the projects programmed for FFY 2009 is approximately \$138.7 million. For this agenda item, member agencies have submitted requests to defer or delete federal funds from projects totaling approximately \$14.6 million. In addition, there is \$21.4 million of STP to be deferred in the Arterial Life Cycle Program. This leaves an unobligated balance for FFY 2009 of \$50.4 million. To balance the fiscally constrained Arterial Life Cycle Program (ALCP), \$22 million in STP funds will be carried forward to FFY2010. This would leave a remaining balance of \$29.3 million of unobligated funds for closeout. This amount has increased by \$500,000 from \$28.7 million during Interim Closeout.

The Closeout balance is subject to change since member agency deferral notifications are still being submitted and the amount of STP and CMAQ funds to the MAG region are still being finalized.

DEFERRAL REQUESTS

By May 19, 2009, member agencies submitted requests to defer or delete federal funds from projects for approximately \$14 million. There is currently \$10.6 million of requests for project deferrals being heard through the MAG Committee process. There is an additional \$3.4 million of requests to defer or

remove federal funds from projects being heard at the May - June committee cycle. The TRC recommended approval of the new requests on May 28, 2009. Please see Table A for projects.

MAG Staff recognizes that agencies may defer projects at a later time due to continuous work to obligate the project by September 2009 and will work with member agencies until the end of the federal fiscal year for additional deferrals.

SUBMITTAL OF PROJECTS

The deadline for member agencies to submit projects for use of Closeout funds was April 20, 2009. There were seventy one projects submitted to MAG for close-out funds. There were seven requests submitted late.

Of the seventy one projects, one project was identified to be advanced, six projects were requested to advance a portion of construction funds for a new design project for FFY 2009, there were eight projects that requested to be advanced and increase of funds, twenty projects scheduled for FFY2009 requested additional funds, four projects that obligated in FFY 2008 requested additional funds, and thirty two projects requested new funds. These are identified in Table B.

FEDERAL AID PROJECT FUNDING LEVELS

The MAG Regional Transportation Plan (RTP) establishes different local cost shares for types of projects. For arterial projects funded in the Arterial Life Cycle Program (ALCP), projects are funded at a 70/30 split or the regional reimbursement amount, whichever is less. For Intelligent Transportation System (ITS), pedestrian, and bicycle projects, there is a maximum cost share of 70/30. Paving projects related to air quality and transportation demand management (AQ & TDM) are funded at different levels, 50/50, 70/30, or 94.3/5.7, depending on the year they were originally programmed.

Current federal legislation allows federal aid project in Arizona to be funded at 94.3%, and the Energy Bill of 2007 allows CMAQ funded projects that obligate in FFY 2008 and 2009 to be funded up to 100% of the project costs. For the majority of Closeout requests, lead agencies requested federal funds between 94.3% - 100% of project costs. In these challenging times, MAG staff recommends utilizing the federal aid maximum cost share, which allows projects to be completed with little to zero local funds.

The total amount requested through the close-out is approximately \$79.7 million. Of the \$79.7 million requested, about \$7.5 million is for projects to be advanced, about \$43.1 million is for additional funds, and about \$29.1 is for new projects/funds.

DRAFT FY 2009 MAG Federal Fund Programming Principles

The 2009 Closeout process will follow the DRAFT FY 2009 MAG Federal Fund Programming Principles (Principles) which set forth guidelines on project selection for available federal funds.

Per the DRAFT Principles:

- I. Projects submitted for use of Closeout funds will be selected based on the following three priorities in order:
 - a. Advancing projects (or phases of projects) of the same mode, that are already programmed in the current Transportation Improvement Program (TIP) with MAG federal funds from a future year, in chronological order of the TIP.

- b. Adding additional federal funds to an existing, unobligated project, up to the originally programmed, federal-aid maximum, or the maximum established by the mode in the RTP, whichever is less.
- c. New projects.

CONCERNS REGARDING PROJECTS SUBMITTED FOR FFY09 CLOSEOUT

A) Advancing funds for design

There are five projects requested to advance a portion of construction funds for a new design project for FFY 2009 in the amount of \$1.1 million. These funds would be advanced from a later year in the TIP to be used for design, therefore decreasing the amount of federal funds for the construction project. The question is then, are there sufficient funds, both locally and federally to build the project. As an example, the request to advance \$450,000 of \$1 million for a Glendale, New River pedestrian path design project, leaves \$550,000 in federal funds for a total construction cost of \$4.9 million.

B) Projects Requesting Additional Federal Funds

A number of requests were received to increase the federal funding for projects to reduce the local financial commitments. In some cases, the request is for large, significant increases. The concern is that many of these projects may not obligate if additional funds are not allocated to the projects, thus increasing the carryover of federal funds that the close-out process is based upon.

Twenty projects scheduled to obligate in FFY2009 and have requested additional funds for about \$25.6 million. There were also four requests for an additional \$10.6 million of funds for projects that obligated in FFY 2008 but have not yet gone out to bid. There are eight projects that have been requested to be advanced from future fiscal years with a requested increase of federal funds of \$6.5 million.

If jurisdictions are not prepared to obligate these projects without the requested additional funds, the amount of federal funds to be carried over increases significantly. The problem is then compounded since these projects could remain underfunded in future years.

It is expected that TRC action on the interim list of closeout projects will occur at the special June 8, 2009 Committee meeting, with Management Committee, Transportation Policy Committee and Regional Council action taking place in June, 2009.

If there are any questions regarding the FFY09 year-end Closeout process, please call Eileen Yazzie at 602-254-6300.

TABLE A
Federal Fiscal Year 2009 Closeout - Requests to Defer Projects and/or Remove Federal Funds from Projects
New Project Deferral Requests

Requests to Defer Projects - Second Time or More

Per the Programming Principles, 'If a project is requesting to be deferred for the second time or more, a deferral justification letter is to be submitted.' Please see attached.

Closeout Request	TIPIDN	Agency	Location	Project Description	Mode	Federal Type	Local Cost	Federal Cost	Total Cost	Original Yr Prog. for Const.	# of Times Deferred	Year Requested to be deferred	Have Letter?	Notes
Deferred	GDY07-302	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt road	AQ or TDM	CMAQ	\$ 384,400	\$ 449,600	\$ 834,000	2007	2	2011	Yes	
Deferred	GDY07-709	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads - Design	AQ or TDM	CMAQ	\$ 20,000	\$ 40,000	\$ 60,000	2007	2	2010	Yes	

Total NEW Deferral & Removal of Federal Funds	\$ 489,600
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Total Previously Approved Deferral & Removal of Federal Funds	\$ 14,017,759
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Total Deferral & Removal of Federal Funds	\$ 14,507,359
--	----------------------

	Deferred	Deleted
Total AQ & TDM	\$ 5,652,600	\$ 1,200,142
Total Bike & Ped	\$ 2,639,681	\$ -
Total ITS	\$ 2,577,136	\$ 227,800
Total Street	\$ 1,410,000	\$ 800,000
Total Transit	\$ -	\$ -
Total	\$ 12,279,417	\$ 2,227,942

Priority Code Key:
 1 = Advance
 1A = Advance portion of construction project for a new design phase
 1 - 2 = Advance and request Additional Funds
 2 = Additional Funds
 3 = New Funds
 3A = New CMAQ funds on a TEA funded project
 * = Request to utilize funds from a deleted project

TABLE B: Federal Fiscal Year 2009 MAG Closeout Requests - FINAL Closeout

Priority	Project Information							Closeout Request - Federal Funding Levels						TRC Action
Code	TIP #	Cost Effectiveness (\$/metric ton)	Agency	Location	Project Description	Year	Mode	Type of New Funds	New Additional Fed Funds	New Total	New Federal amount (total)	New Local	Notes	Recommend Funding Level
CONTINGENCY LIST - Approved by Regional Council on 6-24-2009, Projects to be funded through Final Closeout														
2	MMA09-610	\$ 13,110	Maricopa County	Rio Verde Dr: Forest Rd to 136th St alignment	Pave shoulders to include a bicycle lane	2009	Bicycle	CMAQ	\$ 932,500	\$ 1,440,000	\$ 1,440,000		RC approved an additional \$901,868 of funding on 6-24-09. Approval of this amount, would increase the new funds by \$30,632 and raise the additional federal funds to \$932,500	\$ 30,632
2*	PHX07-740	\$ 3,910	Phoenix	Various Locations	Pave dirt roads	2009	AQ or TDM	CMAQ	\$ 1,800,000	\$ 5,257,908	\$ 4,428,954	\$ 828,954	RC approved an additional \$1,744,000 of funding on 6-24-09. Approval of this amount, would increase the new funds by \$56,000 and raise the additional federal funds to \$1,800,000.	\$ 56,000
														\$ 86,632

Recommended for funding by Transportation Review Committee on 6-25-2009 for Final Closeout														
Code	TIP #	Cost Effectiveness (\$/metric ton)	Agency	Location	Project Description	Year	Mode	Type of New Funds	New Additional Fed Funds	New Total	New Federal amount (total)	New Local	Notes	Recommend Funding Level
2	MAG09-614	\$ 2,002	MAG	Regionwide	Purchase PM-10 Certified Street Sweepers	2009	AQ or TDM	CMAQ	\$ 1,499,414	\$ 2,873,186	\$ 2,709,414	\$ 163,772	An additional \$1,499,414 in federal funds is requested for the purchase of the remaining eight PM-10 certified street sweepers from the Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.	\$ 402,968

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

DATE:

June 30, 2009

SUBJECT:

Additional Funding for Sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

SUMMARY:

On January 28, 2009, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects in FY 2009 CMAQ funding and retained the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. Funding for the remaining sweepers on the approved Prioritized List is available from \$685,676 in savings associated with four sweeper projects that have been requested to be deleted, and from \$402,968 in Federal Fiscal Year 2009 Closeout funds recommended by the Transportation Review Committee on June 25, 2009. The following sweepers would be funded: Phoenix (the remaining \$62,696 for project #2); Paradise Valley; Tempe; Salt River Pima-Maricopa Indian Community; Chandler; Youngtown; and Buckeye (\$157,590 for project #1). Please refer to the attachment.

Recently, MAG contacted member agencies to determine the status of street sweeper projects that had been previously approved for funding by the MAG Regional Council but that had not yet requested reimbursement. On June 4, 2009, the City of Goodyear notified MAG that they would not continue with their two street sweeper projects in FY 2008. Also on June 17, 2009, the Arizona Department of Transportation notified MAG that there would be no further request for reimbursement for two sweepers programmed for FY 2006 CMAQ funding.

In August 2008, MAG solicited PM-10 Certified Street Sweeper Projects in the Maricopa County PM-10 Nonattainment Area from member agencies. Projects were due by September 19, 2008. The FY 2008-2012 MAG Transportation Improvement Program contains an amount of \$1,200,000 in FY 2009 CMAQ to fund the first seven sweepers on the Prioritized List. There is a minimum local cash match of 5.7 percent.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The purchase of PM-10 Certified Street Sweepers is supported by Measure #24 in the MAG Five Percent Plan for PM-10. This measure encourages the purchase and utilization of PM-10 certified street sweepers for reducing particulate emissions from paved roads in the Maricopa County PM-10 Nonattainment Area.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Five Percent Plan for PM-10 contains the committed measure "Sweep Streets with PM-10 Certified Street Sweepers".

POLICY: Using CMAQ funding for the member agency purchase of PM-10 Certified Street Sweepers will assist in the reduction of PM-10 emissions in the Maricopa County PM-10 Nonattainment Area.

ACTION NEEDED:

Recommend approval of additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On June 25, 2009, the MAG Transportation Review Committee recommended approval of \$86,632 of funding for the two projects on the contingency list. In addition, the TRC also recommended that any remaining CMAQ Closeout funds be allocated towards funding the remaining street sweepers on the prioritized list for FFY 2009.

MEMBERS ATTENDING

- | | |
|--------------------------------------|--|
| Peoria: David Moody | Maricopa County: John Hauskins |
| ADOT: Steve Hull for Floyd Roehrich | *Mesa: Scott Butler |
| Avondale: David Fitzhugh | Paradise Valley: Bill Mead |
| Buckeye: Scott Lowe | Phoenix: Ed Zuercher |
| Chandler: RJ Zeder for Patrice Kraus | *Queen Creek: Mark Young |
| *El Mirage: Lance Calvert | RPTA: Bob Antilla for Bryan Jungwirth |
| Fountain Hills: Randy Harrel | Scottsdale: Dave Meinhart for
Mary O'Connor |
| Gila Bend: Rick Buss | Surprise: Randy Overmyer |
| *Gila River: Doug Torres | Tempe: Chris Salomone |
| *Gilbert: Tami Ryall | Valley Metro Rail: John Farry |
| Glendale: Terry Johnson | Wickenburg: Rick Austin |
| Goodyear: Cato Esquivel | Youngtown: Grant Anderson for Lloyce
Robinson |
| *Guadalupe: Gino Turrubiarres | |
| *Litchfield Park: Mike Cartsonis | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| *Regional Bicycle Task Force: Jim Hash, City of Mesa | Pedestrian Working Group: Brandon Forrey, City of Peoria |
| *Street Committee: Darryl Crossman, City of Litchfield Park | * Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix |
| *ITS Committee: Mike Mah, City of Chandler | |

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

Regional Council: On January 28, 2009, the MAG Regional Council approved a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

MEMBERS ATTENDING

- Councilmember Peggy Neely, Phoenix, Chair
- Mayor Thomas Schoaf, Litchfield Park, Vice Chair
- # Councilmember Robin Barker, Apache Junction
- Mayor Marie Lopez Rogers, Avondale
- Mayor Jackie Meck, Buckeye
- Mayor Wayne Fulcher, Carefree
- Councilmember Dick Esser, Cave Creek
- Mayor Boyd Dunn, Chandler
- Mayor Fred Waterman, El Mirage
- * President Clinton Pattea, Fort McDowell Yavapai Nation
- # Mayor Jay Schlum, Fountain Hills
- # Mayor Fred Hull, Gila Bend
- Lt. Governor Joseph Manuel for Governor William Rhodes, Gila River Indian Community
- * Mayor Steven Berman, Gilbert
- # Mayor Elaine Scruggs, Glendale
- Mayor James M. Cavanaugh, Goodyear
- * Mayor Frank Montiel, Guadalupe Supervisor Max W. Wilson, Maricopa County
- Mayor Scott Smith, Mesa
- # Mayor Vernon Parker, Paradise Valley
- Mayor Bob Barrett, Peoria
- # Mayor Art Sanders, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- * Mayor Jim Lane, Scottsdale
- Vice Mayor Joe Johnson for Mayor Lyn Truitt, Surprise
- # Mayor Hugh Hallman, Tempe
- # Mayor Adolfo Gamez, Tolleson
- # Mayor Kelly Blunt, Wickenburg
- Mayor Michael LeVault, Youngtown
- * Felipe Zubia, State Transportation Board
- Victor Flores, State Transportation Board
- David Martin, Citizens Transportation Oversight Committee

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

Management Committee: On January 14, 2009, the MAG Management Committee recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair
- Mark Pentz, Chandler, Vice Chair
- # George Hoffman, Apache Junction
- Matt Muckler for Jeanine Guy, Buckeye
- * Jon Pearson, Carefree
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghetti for Rick Davis, Fountain Hills

- * Rick Buss, Gila Bend
- * David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Romina Korkes for John Fischbach, Goodyear
RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
- * Jim Bacon, Paradise Valley
Susan Daladding for Carl Swenson, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
Bridget Schwartz-Manock for John Little, Scottsdale
- * Randy Oliver, Surprise
Jeff Kulaga for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
- * Lloyce Robinson, Youngtown
- * Victor Mendez, ADOT
Mike Sabatini for David Smith, Maricopa County
Mike Taylor for David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

Air Quality Technical Advisory Committee: On December 11, 2008, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

MEMBERS PRESENT

- John Kross, Town of Queen Creek, Chairman
- Sue McDermott, Avondale
- * Elizabeth Biggins-Ramer, Buckeye
- # Jim Weiss, Chandler
- # Jamie McCullough, El Mirage
Tami Ryall, Gilbert
Doug Kukino, Glendale
James Nichols, Goodyear
- # Scott Bouchie, Mesa
Gaye Knight, Phoenix
Larry Person, Scottsdale
Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
Mark Hannah, Youngtown
- * Walter Bouchard, Citizen Representative
- * Corey Woods, American Lung Association of Arizona
- # Barbara Sprungl, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
- # Gina Grey, Western States Petroleum Association
- Peggy Rubach for Randi Alcott, Valley Metro
- Dave Berry, Arizona Motor Transport Association
- * Jeannette Fish, Maricopa County Farm Bureau
Russell Bowers, Arizona Rock Products Association
Amanda McGennis, Associated General Contractors
Spencer Kamps, Homebuilders Association of Central Arizona
Mannie Carpenter, Valley Forward
- * Kai Umeda, University of Arizona Cooperative Extension
Beverly Chenausky, Arizona Department of Transportation
- * Diane Arnst, Arizona Department of Environmental Quality
Wienke Tax, Environmental Protection Agency
Jo Crumbaker, Maricopa County Air Quality Department

- * Duane Yantorno, Arizona Department of Weights and Measures
- Ed Stillings, Federal Highway Administration
- * Judi Nelson, Arizona State University
- Christopher Horan, Salt River Pima-Maricopa Indian Community
- * David Rueckert, Citizen Representative

*Members neither present nor represented by proxy.

#Participated via telephone conference call.

+Participated via video conference call.

Street Committee: On November 12, 2008, the MAG Street Committee completed a final review of all PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Tempe, Town of Youngtown, Town of Buckeye, City of Scottsdale, City of Chandler, City of Glendale, City of Phoenix, Salt River Pima-Maricopa Indian Community, and the Town of Paradise Valley (see Attachment Two). This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

- Darryl Crossman, Litchfield Park, Chairman
- Lupe Harriger, ADOT
- Charles Andrews, Avondale
- David Johnson proxy for Scott Lowe, Buckeye
- Bob Bortfield for Dan Cook, Chandler
- Lance Calvert, El Mirage
- * Vacant, Gila Bend
- Tony Rodriguez, Gila River Indian Community
- Stephanie Prybyl for Jeff Herb, Gilbert
- * Wade Ansell, Glendale
- Brian Barnes for Ron Siewwright, Goodyear
- * Jim Ricker, Guadalupe
- Chris Plumb, Maricopa County
- * Ken Hall, Mesa
- Andrew Cooper, Jr., Paradise Valley
- Chris Kmetty, Peoria
- Leticia Vargas for Briiana Leon, Phoenix
- Dick Schaner, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- David Meinhart, Scottsdale
- Robert Maki, Surprise
- Shelly Seyler, Tempe
- * Jason Earp, Tolleson
- Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

Street Committee: On October 22, 2008, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for the City of Chandler, City of Glendale, City of Phoenix, Salt River Pima-Maricopa Indian Community, and the Town of Paradise Valley. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

- Darryl Crossman, Litchfield Park, Chairman
- Lupe Harriger, ADOT
- Charles Andrews, Avondale
- Jose Heredia proxy for Scott Lowe, Buckeye
- Bob Bortfield for Dan Cook, Chandler
- Lance Calvert, El Mirage
- * Vacant, Gila Bend
- * Tony Rodriguez, Gila River Indian Community
- Stephanie Prybyl for Jeff Herb, Gilbert
- Wade Ansell, Glendale
- Luke Albert for Ron Sievwright, Goodyear
- * Jim Ricker, Guadalupe

- Chris Plumb, Maricopa County
- Ken Hall, Mesa
- Andrew Cooper, Jr., Paradise Valley
- Chris Kmetty, Peoria
- Briiana Leon, Phoenix
- * Dick Schaner, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- David Meinhart, Scottsdale
- Robert Maki, Surprise
- * Shelly Seyler, Tempe
- * Jason Earp, Tolleson
- Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

Street Committee: On October 16, 2008, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Tempe, Town of Youngtown, Town of Buckeye, and the City of Scottsdale. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

- Darryl Crossman, Litchfield Park, Chairman
- Lupe Harriger, ADOT
- Charles Andrews, Avondale
- David Johnson, Buckeye
- Bob Bortfeld for Dan Cook, Chandler
- Lance Calvert, El Mirage
- * Vacant, Gila Bend
- * Tony Rodriguez, Gila River Indian Community
- Stephanie Prybyl for Jeff Herb, Gilbert
- * Wade Ansell, Glendale
- Ron Sievwright, Goodyear
- * Jim Ricker, Guadalupe

- Chris Plumb, Maricopa County
- Ken Hall, Mesa
- Andrew Cooper, Jr., Paradise Valley
- Burton Charon for Chris Kmetty, Peoria
- Briiana Leon, Phoenix
- * Dick Schaner, Queen Creek
- * Elaine Cabrera, Salt River Pima-Maricopa Indian Community
- David Meinhart, Scottsdale
- Robert Maki, Surprise
- Robert Yabes for Shelly Seyler, Tempe
- Jason Earp, Tolleson
- Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

CONTACT PERSON:

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

Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding Approved by MAG Regional Council on January 28, 2009

\$1,088,644 in CMAQ Funding Available for Sweeper Projects (shaded)

										Supplemental Information			
Agency	Federal Cost	Local Cost	Total Cost #	Daily Emission Reduction (Kilograms/day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	The requested certified street sweeper will:			If project is to expand or increase sweeping frequency, have additional local resources been committed for staff or equipment to support the project?		Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers your agency has already purchased.	Does the requested sweeper satisfy a commitment by your agency in the SIP?
						Replace	Expand	Increase Frequency	Yes	No			
Glendale (#1) *+	\$190,910	\$11,540	\$202,450	334	\$223	✓				✓	Within city limits.	9	Yes
Glendale (#2) *+	\$190,910	\$11,540	\$202,450	334	\$223	✓				✓	Within city limits.	9	Yes
Gilbert (#1)	\$199,331	\$12,049	\$211,380	210	\$371			✓	✓		Baseline Road (north), Val Vista Drive (east), Williams Field Road (south), and Lindsay Road (west)	12	No
Gilbert (#2)	\$199,331	\$12,049	\$211,380	191	\$407			✓	✓		Baseline Road (north), Gilbert Road (east), Ray Road (south), and Cooper Road (west)	12	No
Scottsdale *	\$148,618	\$8,983	\$157,601	109	\$530	✓			✓		North of Loop 101 to Carefree Highway, East of 56th Street to 144th Street	8	Yes
Phoenix (#1) *+	\$171,798	\$10,385	\$182,183	105	\$638	✓			✓		Camelback Road to Pecos, Central Avenue to 107th Avenue & 111th Avenue	36	Yes
Phoenix (#2) *+ ◆	\$171,798	\$10,385	\$182,183	105	\$638	✓			✓		Camelback Road to Pecos, Central Avenue to 107th Avenue & 111th Avenue	36	Yes
Subtotal	\$1,272,696												
Amount Available	\$1,210,000												
Balance	\$-62,696												
Paradise Valley *	\$174,319	\$43,580	\$217,899	75	\$907	✓				✓	32nd St. to Scottsdale Rd.; Chaparral Rd. to Shea Blvd.	2	Yes
Tempe *	\$182,750	\$25,294	\$208,044	51	\$1,388	✓				✓	48th Street East to Evergreen Dr.; US 60 North to Continental Dr.	7	Yes
Scottsdale * ●	\$148,618	\$8,983	\$157,601	32	\$1,802	✓			✓		Via De Ventura to Thunderbird Rd, 60th Street to Pima Road	8	Yes
Salt River Pima-Maricopa Indian Community +	\$137,533	\$8,314	\$145,847	30	\$1,813	✓			✓		Within the boundaries of SRPMIC.	0	No
Chandler *+	\$209,097	\$12,639	\$221,736	7	\$11,917	✓			✓		Between Arizona Avenue and Gilbert Road and between Germann Rd and Warner Rd	10	Yes

							Supplemental Information						
Agency	Federal Cost	Local Cost	Total Cost #	Daily Emission Reduction (Kilograms/day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	The requested certified street sweeper will:			If project is to expand or increase sweeping frequency, have additional local resources been committed for staff or equipment to support the project?		Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers your agency has already purchased.	Does the requested sweeper satisfy a commitment by your agency in the SIP?
						Replace	Expand	Increase Frequency	Yes	No			
Youngtown	\$164,659	\$10,000	\$174,659	5	\$14,021			✓	✓		From Grand Avenue to Olive Avenue and from 111th Avenue to 116th Avenue (1.12 square miles)	1	No
Buckeye (#1) ▲	\$209,871	\$12,685	\$222,557	5	\$18,023		✓	✓	✓		Yuma Rd., Dean Rd .to Watson Rd.-Verrado Way I-10 to Indian School Rd	3	Yes
Buckeye (#2)	\$209,871	\$12,685	\$222,557	4	\$19,598		✓		✓		Apache Rd @ Yuma Rd, Beloit @ 255th Ave, Sundance Parkway @ Van Buren St, Hilton Ave @ Dean Rd (East of Dean)	3	Yes
Part II Subtotal	\$1,088,644	(Includes remaining \$62,696 for Phoenix #2 project and \$157,590 for Buckeye #1.)											
Grand Total	\$2,709,414												

Total cost for the CMAQ eligible portion of the project, excludes ineligible equipment.

* Replaces older, less efficient, certified sweepers.

+ Proposed sweeper projects for Chandler, Glendale #1, Glendale #2, Phoenix #1, Phoenix #2, and Salt River Pima-Maricopa Indian Community indicate sweeping adjacent to a PM-10 monitor.

◆ For Phoenix #2 sweeper project, initial funding of \$109,102 is available in FY 2009 CMAQ. The remaining \$62,696 of the \$171,798 requested for the project may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

● On June 10, 2009, the City of Scottsdale indicated that it would not continue with the second sweeper project on the list since there had been a reduction in the number of equipment operators for street sweeping.

▲ For Buckeye #1 sweeper project, funding of \$157,590 is available in FY 2009 CMAQ.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 30, 2009

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects, new American Recovery and Reinvestment Act projects for Fountain Hills and Scottsdale, and Valley Metro Rail projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by July 17, 2009.

PUBLIC INPUT:

Copies of the conformity assessment have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal

Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been conducted in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

June 30, 2009

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TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Lawrence Odle, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG
TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment and administrative modification involves several projects, including Arizona Department of Transportation projects, new American Recovery and Reinvestment Act projects for Fountain Hills and Scottsdale, and Valley Metro Rail projects. Comments on the conformity assessment are requested by July 17, 2009.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

A Voluntary Association of Local Governments in Maricopa County

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include funding changes, design, right-of-way, and utility projects. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

June 30, 2009

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
Highway	DOT08-841	ADOT	Freeways in MAG Region	Posting travel times on Dynamic Message Signs	2009	n/a	RARF/STP-MAG		\$ 250,000		\$ 300,000	\$ 550,000	Admin Modify: Defer project from 2008 to 2009 and add STP funds to the project.	A minor project revision is needed to defer the project to FY 2009 and add federal Surface Transportation Program funds. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	DOT10-840	ADOT	10: Avondale Blvd	TI improvement construction project	2010	0.1	IM	\$ 114,000	\$ 1,886,000			\$ 2,000,000	Amend: Add new TI improvement project in FY 2010.	The addition of this project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
Highway	DOT10-841	ADOT	10: MP 133.60 - MP 133.90	Erosion and drainage repair	2010	0.3	NHS	\$ 14,250	\$ 235,750			\$ 250,000	Amend: Add new drainage repair project in FY 2010.	The new project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	DOT10-842	ADOT	10: 32nd St - SR202L, Santan, Phase 1	R/W Acquisition	2010	11	RARF				\$50,000,000	\$50,000,000	Amend: Add new R/W project in FY 2010.	The addition of this project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
Highway	DOT09-905	ADOT	101L Agua Fria Fwy: I-10 - Van Buren	Utility and R/W	2010	0.9	RARF				\$ 1,000,000	\$ 1,000,000	Amend: Defer project from 09 to 10. Change project name to "I-10 to VanBuren St".	A minor project revision is needed to change project name and defer the project to FY 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	DOT07-323	ADOT	101L Agua Fria Fwy: I-10 - Van Buren	Construct roadway	2010	0.9	STP & Local	\$ 1,245,500	\$ 2,357,500			\$ 3,603,000	*Material Cost Change & Amend: Change project name to "I-10 to Van Buren St". Increase local costs by \$1.103 million.	A minor project revision is needed to change project name and increase local funds. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	DOT10-843	ADOT	101L Price Fwy: Baseline Rd to Chandler Blvd	FMS Construction	2010	5	RARF				\$ 783,000	\$ 783,000	Amend: Add new FMS project	The addition of this project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
Highway	DOT10-6C35	ADOT	202L South Mountain Fwy: 51st Ave - I-10 West	Construct roadway	2010	11	STP & RARF		\$ 5,000,000		\$17,400,000	\$ 22,400,000	Admin Modify: Decrease budget by \$87.6 million.	A minor project revision is needed to decrease funds. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

June 30, 2009

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
Highway	DOT09-6C10	ADOT	202L South Mountain Fwy: 51st Ave - I-10 West	R/W Acquisition	2010	11	RARF				\$20,000,000	\$ 20,000,000	Amend: Change project name to "51st Ave - I-10 West" & change type of work to "R/W" from "Design"	A minor project revision is needed to change the project name, and the change in type of work would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	DOT10-6C36	ADOT	202L South Mountain Fwy: 51st Ave - I-10 West	R/W Acquisition	2010	11	RARF				\$50,000,000	\$ 50,000,000	Admin Mod: Change project name from "I-10 East - 51st Ave" to "51st Ave - I-10 West"	A minor project revision is needed to change the project name. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	DOT10-844	ADOT	303L: Thomas Rd - Camelback Rd	Design roadway	2010	2	RARF				\$7,000,000	\$ 7,000,000	Amend: Add design project in FY 2010.	Project is considered exempt from conformity requirements under the category "engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
Highway	DOT10-845	ADOT	303L: Camelback Rd - Glendale Ave	Design roadway	2010	2	RARF				\$5,300,000	\$ 5,300,000	Amend: Add design project in FY 2010.	Project is considered exempt from conformity requirements under the category "engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
Highway	DOT10-846	ADOT	303L: Glendale Ave - Peoria Ave	Design roadway	2010	3	RARF				\$9,300,000	\$ 9,300,000	Amend: Add design project in FY 2010.	Project is considered exempt from conformity requirements under the category "engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
Highway	DOT10-847	ADOT	303L: Peoria Ave - Waddell Rd	Design roadway	2010	2	RARF				\$6,500,000	\$ 6,500,000	Amend: Add design project in FY 2010.	Project is considered exempt from conformity requirements under the category "engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

June 30, 2009

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
Highway	DOT10-848	ADOT	303L: Waddell Rd - Mountain View Rd	Design roadway	2010	3.8	RARF				\$9,500,000	\$ 9,500,000	Amend: Add design project in FY 2010.	Project is considered exempt from conformity requirements under the category "engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
Highway	DOT09-6C11	ADOT	802: SR202L, Santan - Meridian Rd	R/W Acquisition	2010	5	RARF				\$2,000,000	\$ 2,000,000	Admin Mod: Defer project from 09 to 10.	A minor project revision is needed to defer the project to FY 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	DOT10-825	ADOT	MAG Regionwide	Tl Improvements	2010	0.1	State	\$3,000,000				\$ 3,000,000	Amend: Delete Tl improvement subitem.	The addition of this project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
Highway	DOT10-849	ADOT	MAG Regionwide	Pump station improvements	2010	0.1	NHS	\$42,750	\$707,250			\$ 750,000	Amend: Add new project in FY 2010.	The new project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	FTH07-301	Fountain Hills	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	2009		STP-MAG & ARRA	\$ 131,000	\$ 2,164,000	\$ 410,000		\$ 2,705,000	Admin Mod: Adjust Local and ARRA costs for project	A minor project revision is needed to change local and federal funds. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	FTH09-800	Fountain Hills	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	2009	0.5	ARRA			\$ 671,614		\$ 671,614	Amend: Add new ARRA Project	The new project is considered exempt under the category "pavement resurfacing and/or rehabilitation". The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	SCT09-802	Scottsdale	Various Locations	Preliminary engineering, design and construction for Mill & Replace	2009	10.5 mi.	ARRA	\$ -		\$ 4,600,000	\$ -	\$ 4,600,000	Amend: Add new ARRA project	The new project is considered exempt under the category "pavement resurfacing and/or rehabilitation" The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Transit	VMR10-631T	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2010		5309	\$ (54,000,000)	\$54,000,000			\$ -	Admin Mod: Reduce FY2010 funding for ARRA; listed as \$90 million should only be \$54 million	A minor project revision is needed to decrease the federal funds for a project to repay funds advanced in prior years. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

June 30, 2009

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
Transit	VMR11-707T	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2011		5309	\$ (7,249,903)	\$ 7,249,903			\$ -	Admin Mod: Reduce FY2011 funding to \$7,249,903; listed in TIP as \$90 million	A minor project revision is needed to decrease the federal funds for a project to repay funds advanced in prior years. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Transit	VMR12-844T	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2012		5309	\$ (6,332,000)	\$6,332,000			\$ -	Amend: Delete project from TIP.	The project is to delete the project to repay funds advanced in prior years. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Transit	VMR09-805	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2009		ARRA-5309	\$ (36,000,000)		\$ 36,000,000		\$ -	Amend: Add new ARRA - 5309/New Starts project to TIP.	The new project is to add new federal funds for a project to repay funds advanced in prior years. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	MAG09-614	MAG	Regionwide	Purchase PM-10 Certified Street Sweepers	2009	n/a	CMAQ	\$ 97,497	\$ 1,612,968			\$ 1,710,465	Admin Mod: Increase CMAQ funds from \$1,210,000 by \$402,968 to \$1,612,968.	A minor project revision is needed to increase federal funds. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	MMA09-610	Maricopa County	Rio Verde Dr: Forest Rd to 136th St alignment	Pave shoulders to include a bicycle lane	2009	5.8	CMAQ		\$ 1,440,000		\$ -	\$ 1,440,000	Admin Mod: Increase CMAQ funds by \$30,632 for 100% CMAQ funding.	A minor project revision is needed to increase federal funds. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	PHX07-740	Phoenix	Various Locations	Pave dirt roads	2009	8.79	CMAQ	\$ 828,954	\$ 4,428,954		\$ -	\$ 5,257,908	Admin Mod: Increase CMAQ funds by \$56,000 to \$4,428,954.	A minor project revision is needed to increase federal funds. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
Highway	GDY07-302	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt road	2011	1	CMAQ	\$ 384,400	\$ 449,600			\$ 834,000	Admin Mod: Defer project from 2009 to 2011	The addition of this project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
Highway	GDY07-709	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads - Design	2010	1	CMAQ	\$ 20,000	\$ 40,000			\$ 60,000	Admin Mod: Defer project from 2009 to 2010	A minor project revision is needed to defer the project to FY 2010. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

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

DATE:

June 30, 2009

SUBJECT:

Consultation on Proposed Transportation Conformity Processes for the 2009 MAG Conformity Analysis

SUMMARY:

Federal and State conformity regulations require that Metropolitan Planning Organizations consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the transportation improvement program and transportation plan. On June 30, 2009, MAG distributed for interagency consultation the conformity processes on the selection of proposed models, associated methods, and assumptions, identification of exempt projects, and ensuring the expeditious implementation of transportation control measures. The proposed processes will be applied beginning with the upcoming conformity analysis for the FY 2010-2014 MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan 2009 Update. Comments regarding this material are requested by July 22, 2009.

PUBLIC INPUT:

Copies of the attached processes were distributed for consultation purposes to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Pinal County Air Quality Control District, Central Arizona Association of Governments, Maricopa County Air Quality Department, U.S. Environmental Protection Agency, and other interested parties.

PROS & CONS:

PROS: Interagency consultation on the transportation conformity processes provides required notification to the planning agencies.

CONS: The consultation on transportation conformity requires additional time in the development of the FY 2010-2014 MAG Transportation Improvement Program and the MAG Regional Transportation Plan 2009 Update.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 2009 MAG Conformity Analysis will be based upon the latest planning assumptions and EPA-approved emissions models.

POLICY: The consultation for the conformity processes is being conducted in accordance with MAG Conformity Consultation Processes adopted by the Regional Council in February 1996. The 2007 MAG Conformity Analysis on the FY 2008-2012 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2007 Update received joint Federal Highway Administration and Federal Transit Administration approval on August 16, 2007.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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



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June 30, 2009

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Lawrence Odle, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON PROPOSED TRANSPORTATION CONFORMITY PROCESSES FOR THE 2009 MAG CONFORMITY ANALYSIS

The Maricopa Association of Governments is distributing for interagency consultation the proposed transportation conformity processes to be applied beginning with the upcoming conformity analysis for the FY 2010-2014 MAG Transportation Improvement Program and MAG Regional Transportation Plan 2009 Update. Consultation on the proposed processes is required under MAG conformity consultation procedures that were developed to meet state and federal requirements. Please provide any comments regarding this material by July 22, 2009. Additional opportunities for comment on this consultation item are anticipated during the July 8, 2009 MAG Management Committee and July 22, 2009 MAG Regional Council meetings.

The following information is being transmitted for consultation:

- Attachment A documents the models, associated methods, and assumptions to be used in regional emissions analyses.
- Attachment B documents the process for ensuring expeditious implementation of transportation control measures.
- Attachment C documents the process for types of projects considered exempt from conformity requirements.

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

Attachments

cc: Nancy Wrona, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

A Voluntary Association of Local Governments in Maricopa County

DRAFT

**MODELS, ASSOCIATED METHODS, AND ASSUMPTIONS FOR USE IN
REGIONAL EMISSIONS ANALYSES**

In accordance with the transportation conformity rule 40 CFR 93.105(c)(1)(i), the Maricopa Association of Governments (MAG) is conducting interagency consultation on the models, associated methods, and assumptions to be applied beginning with the regional emissions analysis for a conformity determination on the FY 2010-2014 MAG Transportation Improvement Program and Regional Transportation Plan 2009 Update. MAG conducts consultation on the models, associated methods, and assumptions for use in regional emissions analyses at the outset of the process to prepare a conformity analysis for a new TIP and transportation plan.

In February 1996, the MAG Regional Council adopted conformity consultation processes in response to federal and state requirements (MAG, 1996a). The MAG process M-1 directly addresses the requirement for periodic consultation on models, associated methods, and assumptions to be used in hot-spot analyses and regional emissions analyses. The process indicates that regional emissions analyses are to use the latest United States Environmental Protection Agency (EPA) approved motor vehicle emissions models and that all model inputs use the latest planning assumptions as required in 40 CFR Sections 93.110-111.

Consultation on the 2009 MAG Conformity Analysis is being conducted with the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, United States Environmental Protection Agency, and MAG member agencies (e.g. Maricopa County, cities, towns, and Indian communities).

The following sections describe the proposed approach for regional emissions analyses, including the methodology, latest planning assumptions, transportation modeling, and air quality modeling to be applied for the 2009 MAG Conformity Analysis.

I. PROPOSED METHODOLOGY FOR THE 2009 MAG CONFORMITY ANALYSIS

The criteria for determining conformity of transportation programs and plans under the federal conformity rule (40 CFR Parts 51 and 93) and the applicable conformity tests for the Maricopa County nonattainment and maintenance areas are summarized in this section. The 2009 MAG Conformity Analysis will be prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by a summary of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years.

FEDERAL AND STATE CONFORMITY RULES

Clean Air Act Amendments

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and Metropolitan Planning Organizations (MPOs) not approve any transportation project, program, or plan which does not conform with the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The expanded Section 176(c) also provided conditions for approval of transportation plans, programs, and projects; requirements that the Environmental Protection Agency promulgate conformity determination criteria and procedures no later than November 15, 1991; and a requirement that States submit their conformity procedures to EPA by November 15, 1992. The initial November 15, 1991 deadline for conformity criteria and procedures was not met by EPA.

Federal Rule

Supplemental interim conformity guidance was issued on June 7, 1991 (EPA/DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter less than or equal to ten microns in diameter. The applicable period of this guidance was designated as Phase 1 of the interim period. EPA subsequently promulgated the Conformity Final Rule, in the November 24, 1993 *Federal Register* (EPA, 1993). The Rule became effective on December 27, 1993. The federal Transportation Conformity Final Rule has been revised several times since its initial release. The first set of amendments, finalized on August 7, 1995, (EPA, 1995a) aligned the dates of conformity lapses due to SIP failures with the application of Clean Air Act highway sanctions for certain ozone areas and all areas with disapproved SIPs with a protective finding.

The second set of amendments was finalized on November 14, 1995 (EPA, 1995b). This set allowed any transportation control measure (TCM) from an approved SIP to proceed during a conformity lapse, and aligned the date of conformity lapses with the date of application of Clean Air Act highway sanctions for any failure to submit or submissions of an incomplete control strategy SIP. The second set also corrected the nitrogen oxides provisions of the transportation conformity rule consistent with the Clean Air Act and previous commitments made by EPA. Finally, the amendments extended the grace period for areas to determine conformity to a submitted control

strategy SIP, and established a grace period for determining conformity on transportation plans and programs in recently designated nonattainment areas. This grace period was later overturned in *Sierra Club v. EPA* in November 1997.

The third set of amendments was finalized August 15, 1997 (EPA, 1997a). These amendments streamlined the conformity process by eliminating the reliance on the classification system of “Phase II interim period,” “transitional period,” “control strategy period,” and “maintenance period” to determine whether the budget test and/or emission reduction tests apply. The amendments also changed the time periods during which the budget test and the “Build/No Build” test are required.

To incorporate provisions from the *Sierra Club v. EPA* court decision, EPA promulgated an amendment to the transportation conformity rule on April 10, 2000 that eliminated a one-year grace period for new nonattainment areas before conformity applies (EPA, 2000a). Then on August 6, 2002, the EPA promulgated an amendment to the transportation conformity rule which requires conformity to be determined within 18 months of the effective date of the EPA *Federal Register* notice on a budget adequacy finding in an initial SIP submission and established a one-year grace period before conformity is required in areas that are designated nonattainment for a given air quality standard for the first time (EPA, 2002b).

On July 1, 2004, EPA published the final rule, Transportation Conformity Rule Amendments for the New Eight-Hour Ozone and PM-2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments - Response to Court Decision and Additional Rule Changes (EPA, 2004a). The rule describes transportation conformity requirements for the new eight-hour ozone and fine particulate matter (PM-2.5) standards. The rule also incorporates existing EPA and United States Department of Transportation (U.S. DOT) guidance that implements the March 2, 1999, court decision and provides revisions that clarify the existing regulation and improve its implementation. On July 20, 2004, EPA issued a *Federal Register* notice that corrects two errors in the preamble to the July 1, 2004 final rule.

On February 14, 2006, EPA and U.S. DOT jointly issued guidance on the implementation of the transportation conformity-related provisions from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The transportation bill, which became law on August 10, 2005, made several changes to the transportation conformity provisions in Section 176(c) of the Clean Air Act. On January 24, 2008, EPA issued a final rule on the transportation conformity amendments to implement the conformity provisions contained in SAFETEA-LU (EPA, 2008b). A summary of the key conformity provisions are:

- Additional time is provided for areas to redetermine conformity of existing transportation plans and programs from 18 months to two years after the date that EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.

- The requirement for frequency of conformity determinations on updated transportation plans and programs is changed from three to four years, except when the MPO elects to update a transportation plan or program more frequently, or when the MPO is required to determine conformity after EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.
- Conformity determinations for transportation plans shall include the final year of the transportation plan as a horizon year, or optionally, after consultation with the air pollution control agency and the public and consideration of comments, the MPO may elect the longest of the following periods: the first 10-year period of the transportation plan; the latest year in the implementation plan that contains a motor vehicle emissions budget; the year after the completion date of a regionally significant project if the project is included in the transportation improvement program or the project requires approval before the subsequent conformity determination.

In addition, if the MPO elects to determine conformity for a period less than the last horizon year of the transportation plan, the conformity determination must include a regional emissions analysis for the last year of the transportation plan and for any year shown to exceed emission budgets from a previous conformity determination, for information only. The analysis years selected for the 2009 MAG Conformity Analysis are described later in this section, and include the last year of the MAG Regional Transportation Plan 2009 Update.

- Allows the substitution of transportation control measures in an implementation plan that achieve equivalent or greater emissions reductions than the control measure to be replaced and that are consistent with the schedule provided for control measures in the plan. The substitution or addition of a transportation control measure shall not require a new conformity determination for the transportation plan or a revision of the implementation plan.
- An additional 12 month grace period is provided after a missed deadline before conformity lapses on a transportation plan or program. This provision applies to two types of conformity determination deadlines: the deadline resulting from the requirement to determine conformity for the transportation plan and program at regular intervals and the deadlines resulting from the requirement for a conformity redetermination within two years of an EPA action approving or finding a motor vehicle emissions budget adequate.
- Requires a conformity SIP amendment addressing requirements from Title 40 CFR sections 93.105, 93.122(a)(4)(ii), and 93.125(c) of the federal transportation conformity regulations.

In addition, on April 5, 2006 EPA rules became effective for establishing criteria for determining which transportation projects must be analyzed for particulate emissions impacts in PM-2.5 and PM-10 nonattainment and maintenance areas.

State Rule

State rules for transportation conformity were adopted on April 12, 1995, by the Arizona Department of Environmental Quality (ADEQ), in response to requirements in Section 176(c)(4)(C) of the Clean Air Act as amended in 1990 (ADEQ, 1995). These rules became effective upon their certification by the Arizona Attorney General on June 15, 1995 and, as required by the federal conformity rule, were submitted to EPA as a revision to the State transportation conformity SIP.

To date, a State transportation conformity SIP has not received approval by EPA. Section 51.390(b) of the federal conformity rule states: “Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures.” The federal transportation conformity rule therefore still governs, as a transportation conformity SIP has not yet been approved for this area.

The State rule specifies that MPOs (i.e., MAG, for this region) must develop specific conformity guidance and consultation procedures and processes. MAG has developed and adopted two conformity guidance documents to meet State requirements. MAG developed the “Transportation Conformity Guidance and Procedures” document, which was adopted initially on September 27, 1995 by the MAG Regional Council. The document was revised by the MAG Regional Council on March 27, 1996 (MAG, 1996b). This guidance document addresses both the determination of “regional significance” status for individual transportation projects, and the process by which regionally significant projects may be approved.

MAG also developed the “Conformity Consultation Processes” document, which was adopted on February 28, 1996 by the MAG Regional Council (MAG, 1996a). This guidance document details the public and interagency consultation processes to be used in the development of regional transportation plans, programs, and projects within the Maricopa County nonattainment area.

Case Law

On November 14, 1997, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Sierra Club v. EPA* involving the 1995 transportation conformity amendment that allowed new nonattainment areas a one-year grace period. Under this ruling, conformity applied as soon as an area was designated nonattainment. The EPA issued a final rule on April 10, 2000 in the *Federal Register* deleting 40 CFR 93.102(d) that allowed the grace period for new nonattainment areas (EPA, 2000a). Then, on October 27, 2000, the FY 2001 EPA Appropriations bill included an amendment to Section 176(c) of the Clean Air Act that adds the one-year grace period to the statutory language.

On March 2, 1999, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Environmental Defense Fund v. EPA* involving the 1997 transportation conformity amendments. In general, the court struck down 40 CFR 93.120(a)(2) which permitted a 120-day grace period after

disapproval of a SIP; determined that the EPA must approve a “safety margin” prior to its use for conformity in 40 CFR 93.124(b); concluded that a submitted SIP budget must be found by EPA to be adequate, based on criteria found in 40 CFR 93.118(e)(4) before it can be used in a conformity determination; and ended a provision that allowed “grandfathered” projects to proceed during a conformity lapse.

Following the court ruling, the EPA and U.S. DOT issued guidance to address implementation of conformity requirements based on the court findings. The EPA issued guidance contained in a May 14, 1999 memorandum (EPA, 1999b). In addition, the U.S. DOT issued guidance on June 18, 1999 that incorporates all U.S. DOT guidance in response to the court decision in a single document (U.S. DOT, 1999). On July 1, 2004, transportation conformity rule amendments were published in the *Federal Register* to incorporate provisions of the *Environmental Defense Fund v. EPA* court decision.

On October 20, 2006, the U.S. Court of Appeals for the District of Columbia filed an opinion vacating a provision of the transportation conformity rule at 40 CFR 93.109(e)(2)(v) that allowed areas to use the interim emission tests instead of the one-hour budgets. All other provisions regarding the use of the interim emissions tests remain unaffected by the court decision. Table A-1 summarizes the criteria for conformity determinations for transportation projects, programs, and plans, as specified in amendments to the federal conformity rule.

CONFORMITY RULE REQUIREMENTS

The federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

- 1) *Conformity Tests* — Sections 93.118 and 93.119 specify emission tests (budget and interim emissions) that the TIP and RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity rule issued in January 2008 requires a submitted SIP motor vehicle emissions budget to be affirmed as adequate by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA’s finding of adequacy.

- 2) *Methods / Modeling:*

Latest Planning Assumptions — Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins, which is “the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation.” (EPA, 2008b) This section of the conformity rule also requires reasonable assumptions to be made regarding transit service and changes in projected fares.

TABLE A-1
CONFORMITY CRITERIA FROM THE FINAL RULE

Applicability	Pollutant	Section	Requirement
All Actions at All Times	CO, Ozone, PM-10	93.110	Latest Planning Assumptions
		93.111	Latest Emissions Model
		93.112	Consultation
Transportation Plan (RTP)	CO, Ozone, PM-10	93.113(b)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
TIP	CO, Ozone, PM-10	93.113(c)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
Project (From a Conforming Plan and TIP)	CO, Ozone, PM-10	93.114	Currently Conforming Plan and TIP
		93.115	Project From a Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
Project (Not From a Conforming Plan or TIP)	CO, Ozone, PM-10	93.113(d)	TCMs
		93.114	Currently Conforming Plan and TIP
	CO and PM-10	93.116	CO, PM-10, and PM-2.5 Hot-Spots
	PM-10	93.117	PM-10 and PM-2.5 Control Measures
	CO, Ozone, PM-10	93.118 and/or 93.119	Emissions Budget and/or Interim Emissions

Source: Adapted from (EPA, 1997a) and (EPA, 2004a), Section 93.109(b), "Table 1 - Conformity Criteria".

Latest Emissions Models — Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis.

- 3) *Timely Implementation of TCMs* — Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP and RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation.
- 4) *Consultation* — Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the federal regulations. These include:
 - MAG is required to provide reasonable opportunity for consultation with local air quality and transportation agencies, state air and transportation agencies, and the U.S. DOT and EPA (Section 93.105(b)(1)).
 - MAG is required to establish a proactive public involvement process which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

Under the interagency consultation procedures, the RTP is prepared by MAG staff with guidance from the MAG Transportation Policy Committee, the MAG Management Committee, and the MAG Regional Council. Copies of the final Draft are provided to MAG member agencies and others, including the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), ADEQ, Regional Public Transportation Authority (RPTA), City of Phoenix Public Transit Department, Pinal County Air Quality Control District (PCAQCD), Central Arizona Association of Governments (CAAG), Maricopa County Air Quality Department (MCAQD), and EPA. The RTP is required to be publicly available and an opportunity for public review and comment is provided.

The TIP is prepared by MAG staff with the assistance of the MAG modal committees, Transportation Review Committee, and Transportation Policy Committee. Copies of the Draft TIP are provided to MAG member agencies and others, including FTA, FHWA, ADOT, ADEQ, RPTA, City of Phoenix Public Transit Department, MCAQD, CAAG, PCAQCD, and EPA for review. As with the RTP, the TIP is required to be publicly available and an opportunity for public review and comment is provided.

AIR QUALITY DESIGNATIONS

Portions of Maricopa County are currently designated as nonattainment or maintenance for the National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), eight-hour ozone, and particulate matter less than or equal to ten microns in diameter (PM-10). Air quality plans have been prepared to address carbon monoxide, one-hour ozone, eight-hour ozone, and PM-10:

- The Revised MAG 1999 Serious Area Carbon Monoxide Plan, reflecting the repeal of the remote sensing program by the Arizona Legislature in 2000, was submitted to EPA in March 2001 and approved by EPA effective April 8, 2005;
- The Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in June 2003 and approved by EPA effective April 8, 2005;
- The EPA approved and promulgated a Revised 1998 15 Percent Rate of Progress Plan for Ozone (Revised ROP FIP) for the Maricopa County nonattainment area, effective August 5, 1999;
- The Serious Area Ozone State Implementation Plan for Maricopa County was prepared by ADEQ and submitted to EPA in December 2000 to meet the Serious Area requirements. No budget is contained in the Serious Area Ozone Plan. EPA approved the Serious Area Ozone Plan, effective June 14, 2005;
- The One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004 and approved by EPA effective June 14, 2005;
- The MAG Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to EPA by June 15, 2007;
- The Revised MAG 1999 Serious Area Particulate Plan for PM-10 was submitted to EPA in February 2000 and approved by EPA effective August 26, 2002; and
- The MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area was submitted to EPA by December 31, 2007.
- The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area was submitted to EPA in March 2009.

The boundaries of the nonattainment and maintenance areas are identified below, followed by a summary of the attainment status for each pollutant for the Maricopa County region.

Nonattainment and Maintenance Boundaries

Nonattainment and maintenance areas in Maricopa County are shown in Figure A-1. The carbon monoxide maintenance boundary, encompasses 1,814 square miles (approximately 20 percent) of the county. This boundary was originally specified in 1974.

On March 9, 2005, EPA published a final rule redesignating portions of Maricopa County to attainment for carbon monoxide and also removed the Gila River Indian Community from the Maricopa County maintenance area, effective April 8, 2005 (EPA, 2005a).

Portions of the Maricopa County area, including the Gila River Indian Community, were designated nonattainment for one-hour ozone in September 1979. On June 14, 2005, EPA redesignated the area to attainment for one-hour ozone. The associated designations and classifications for the one-hour standard were revoked on June 15, 2005. On November 10, 2005, EPA published a direct final rule to correct the boundary of the Phoenix metropolitan one-hour ozone nonattainment area to exclude a portion of the Gila River Indian Community, effective January 9, 2006.

On April 15, 2004, EPA designated an eight-hour ozone nonattainment area located mainly in Maricopa County and Apache Junction in Pinal County. On April 30, 2004, EPA published the air quality designations and classifications for the eight-hour ozone standard that includes T1N, R8E and sections 1 through 12 of T1S, R8E in Pinal County (EPA, 2004b). As shown in Figure A-1, the eight-hour boundary excludes the Gila River Indian Community. The eight-hour ozone nonattainment area covers approximately 4,880 square miles.

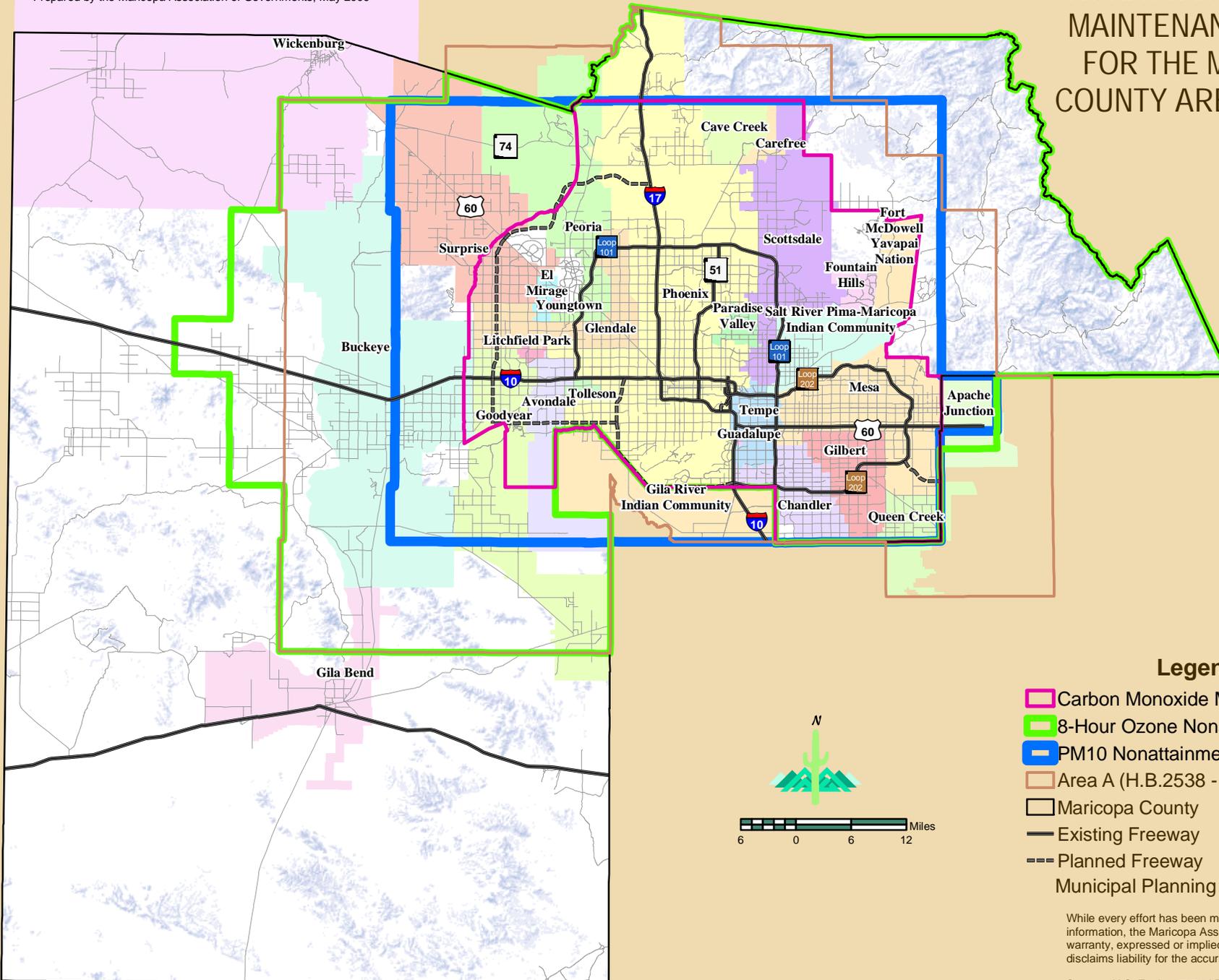
Following promulgation of the PM-10 standard in 1987, EPA identified a larger PM-10 nonattainment area in 1990. The PM-10 nonattainment area encompasses 2,916 square miles, consisting of a 48 by 60 mile rectangular grid encompassing eastern Maricopa County, plus a six by six mile section that includes a portion of the City of Apache Junction in Pinal County.

Attainment Status

Following the requirements of the 1990 Clean Air Act Amendments, EPA initially classified the MAG region as a “Moderate” nonattainment area for the eight-hour CO standard, with a design value of 12.6 parts per million (ppm), exceeding the current NAAQS of 9.0 ppm. The standard was not achieved by the Clean Air Act deadline of December 31, 1995. The area was reclassified to “Serious” by operation of law in July 1996, with an effective date of August 28, 1996 (EPA, 1996b). The new carbon monoxide attainment date was December 31, 2000. No violations of the carbon monoxide standard have occurred since 1996. The State, in a July 23, 1999 letter, requested a carbon monoxide attainment determination from the EPA.

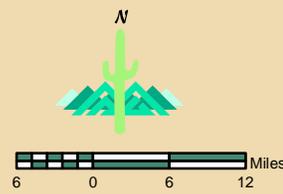
In June 2003, the MAG Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA. The CO Maintenance Plan demonstrated that all Clean Air Act requirements had been met and requested that EPA redesignate

FIGURE A-1: AIR QUALITY NONATTAINMENT AND MAINTENANCE AREAS FOR THE MARICOPA COUNTY AREA, ARIZONA



Legend

- Carbon Monoxide Maintenance Area
- 8-Hour Ozone Nonattainment Area
- PM10 Nonattainment Area
- Area A (H.B.2538 - 2001)
- Maricopa County
- Existing Freeway
- Planned Freeway
- Municipal Planning Areas shaded



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

the area to attainment for carbon monoxide. On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the Carbon Monoxide Maintenance Plan, effective April 8, 2005 (EPA, 2005a).

Under the 1990 Clean Air Act Amendments, the Maricopa County nonattainment area was classified as “Moderate” for the one-hour ozone standard. The standard was not achieved by the deadline of November 19, 1996. On November 6, 1997, EPA reclassified the area to “Serious” for ozone (EPA, 1997b), effective February 13, 1998 (EPA, 1998). The new ozone attainment date was November 19, 1999. Prior to EPA’s revocation of the one-hour ozone standard in 2005, no violations of the standard had occurred since 1996. The State, in a February 21, 2000 letter, requested an ozone attainment determination. On May 30, 2001, the Environmental Protection Agency published a final attainment determination for the one-hour ozone standard (EPA, 2001a).

The MAG One-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area was submitted to EPA in May 2004. The MAG One-Hour Ozone Maintenance Plan demonstrated that all Clean Air Act requirements had been met and requested that EPA redesignate the area to attainment for one-hour ozone. On June 14, 2005, EPA published the final rule in the *Federal Register* approving the One-Hour Ozone Maintenance Plan and redesignating the one-hour ozone area to attainment (EPA, 2005b). EPA revoked the one-hour ozone standard on June 15, 2005.

On April 30, 2004, EPA published the final rule designating eight-hour ozone nonattainment areas, effective June 15, 2004. The eight-hour ozone nonattainment area in Maricopa and Pinal Counties is classified under Section D, Subpart 1, of the Clean Air Act referred to as “Basic” nonattainment, with an attainment date of June 15, 2009. The boundary of the eight-hour ozone nonattainment area is shown in Figure A-1. The MAG 2007 Eight-Hour Ozone Plan for the Maricopa Nonattainment Area was submitted to the EPA by June 15, 2007. The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area was submitted to EPA in March 2009.

Under Section 107(d)(4) of the 1990 Clean Air Act Amendments, the PM-10 nonattainment area was initially classified as “Moderate,” with an attainment deadline of December 31, 1994. The standard was not achieved by this date. EPA reclassified the region to “Serious” in May 1996, with an effective date of June 10, 1996 (EPA, 1996a). The new attainment date for PM-10 was December 31, 2001 for Serious areas; however the Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area contained a request to extend the attainment date to December 31, 2006, as allowed in the Clean Air Act Amendments (MAG 2000a). In the July 25, 2002 *Federal Register*, the Environmental Protection Agency published the final approval of the Revised MAG 1999 Serious Area Particulate Plan for PM-10, including the request to extend the attainment date to December 31, 2006.

On May 25, 2007, EPA issued a final rule finding that the Maricopa County nonattainment area did not attain the PM-10 standard by December 31, 2006. In accordance with Section 189(d) of the Clean Air Act, MAG prepared a Five Percent Plan for PM-10 that was submitted to EPA by December 31, 2007 (MAG, 2007b).

In addition, on July 18, 1997 EPA promulgated federal air quality standards for PM-2.5. On January 5, 2005, EPA published a notice designating the region as an attainment area for PM-2.5, effective April 5, 2005.

CONFORMITY TEST REQUIREMENTS

Specific conformity test requirements established for the carbon monoxide maintenance area and the eight-hour ozone and PM-10 nonattainment areas are summarized below. The Carbon Monoxide Redesignation Request and Maintenance Plan, submitted to EPA in June 2003, contained 2006 and 2015 emissions budgets for carbon monoxide. These carbon monoxide budgets were found to be adequate by EPA on September 29, 2003. On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Carbon Monoxide Maintenance Plan, including the emissions budgets, effective April 8, 2005.

The MAG Eight-Hour Ozone Plan, submitted to EPA by June 15, 2007, contained 2008 conformity budgets for the ozone precursors, VOC and NOx. These emission budgets were found to be adequate by EPA, effective November 9, 2007.

The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan was submitted to EPA in March 2009. The maintenance plan established 2025 conformity budgets for VOC and NOx. It is anticipated that EPA will find these budgets to be adequate in time for their use in the 2009 MAG Conformity Analysis. The 2025 conformity budgets for ozone precursors will be utilized in addition to the 2008 budgets established by the MAG 2007 Eight-Hour Ozone Plan.

The MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. This plan established a PM-10 conformity budget for the attainment year of 2010. The conformity budget was found to be adequate by EPA on July 1, 2008.

The descriptions of the conformity tests that will be performed for carbon monoxide, eight-hour ozone, and PM-10, as part of the 2009 MAG Conformity Analysis, are detailed below.

Carbon Monoxide

The MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in July 1999 (MAG, 1999). The MAG 1999 Serious Area Carbon Monoxide Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 411.6 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy effective

December 14, 1999 in the *Federal Register* finding that the submitted CO motor vehicle emissions budget contained in the MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 1999a).

The Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was submitted to the EPA in March 2001 (MAG, 2001a). The Revised Plan reflected the repeal of the Random Onroad Testing Requirements (Remote Sensing Program) from the Vehicle Emissions Inspection Program by the Arizona Legislature in 2000. The Revised Plan used the required EPA emissions model to assess the emission reduction measures required to demonstrate attainment and established a CO emissions budget of 412.2 metric tons per day for 2000 for the modeled area. The EPA issued a notice of adequacy in the *Federal Register* on October 17, 2001, finding that the submitted CO motor vehicle emissions budget contained in the Revised MAG 1999 Serious Area Carbon Monoxide Plan for the Maricopa County Nonattainment Area was adequate for transportation conformity purposes (EPA, 2001b). The new conformity budget for CO of 412.2 metric tons per day replaced the previous budget of 411.6 metric tons per day.

In June 2003, the Carbon Monoxide Redesignation Request and Maintenance Plan was submitted to EPA (MAG, 2003). The CO Maintenance Plan used the EPA-approved MOBILE6 emissions model to develop a 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day. EPA found the 2006 and 2015 budgets to be adequate for conformity purposes, effective October 14, 2003. The 2006 budget applies to horizon years from 2006 through 2014 and the 2015 budget, to horizon years after 2014. The regional emissions analysis projected for the TIP and RTP must be less than or equal to these budgets.

On September 22, 2003, EPA published a final attainment determination for the carbon monoxide standard (EPA, 2003). In addition, on March 9, 2005, EPA published the final rule in the *Federal Register* approving the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the MAG Carbon Monoxide Redesignation Request and Maintenance Plan as part of the redesignation of Maricopa County to an attainment area for carbon monoxide, effective April 8, 2005 (EPA, 2005a).

Eight-Hour Ozone

This section discusses the conformity test requirements for the Maricopa nonattainment area for eight-hour ozone (EPA, 2008b). Ozone is a secondary pollutant, generated by chemical reactions in the atmosphere involving volatile organic compounds (VOC) and nitrogen oxides (NO_x). The Eight-Hour Ozone Plan for the Maricopa Nonattainment Area (MAG, 2007a) establishes conformity budgets for VOC and NO_x in the modeled attainment year of 2008. The 2008 emissions budgets for the eight-hour ozone nonattainment area are 67.9 metric tons per day for VOC and 138.2 metric tons per day for NO_x. EPA published a *Federal Register* notice finding these budgets to be adequate, effective November 9, 2007. The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area (MAG, 2009a) was submitted to EPA in March 2009. The Maintenance Plan establishes conformity budgets for VOC and NO_x in the

modeled maintenance year of 2025. The 2025 emissions budgets for the eight-hour ozone nonattainment area are 43.8 metric tons per day for VOC and 101.8 metric tons per day for NOx. It is anticipated that EPA will publish a *Federal Register* notice finding these new ozone precursor budgets to be adequate prior to the completion of the 2009 MAG Conformity Analysis. After the 2025 maintenance budgets are found to be adequate, both the 2008 and 2025 budgets for VOC and NOx will be used in subsequent conformity analyses.

PM-10

As required by Clean Air Act Section 189(d), the MAG 2007 Five Percent Plan for PM-10 was submitted to EPA by December 31, 2007. The Plan established a PM-10 emissions budget for onroad mobile sources in the modeled attainment year of 2010. The 2010 conformity budget for PM-10 in the Plan is 103.3 metric tons per day for the PM-10 nonattainment area. EPA published a *Federal Register* notice finding the PM-10 budget to be adequate, effective July 1, 2008.

Section 93.122(e)(2) of the federal conformity rule requires that PM-10 from construction-related fugitive dust be included in the regional PM-10 emissions analysis, if it is identified as a contributor to the nonattainment problem in a PM-10 plan. The motor vehicle emissions budget established in the MAG 2007 Five Percent Plan for PM-10 includes vehicle exhaust, tire wear, brake wear, reentrained dust from travel on paved roads, travel on unpaved roads, and road construction. Therefore, emissions from road construction will be included in the PM-10 estimates developed for this conformity analysis.

ANALYSIS YEARS

In selecting analysis years, the conformity rule requires that: (1) if the attainment year is in the time frame of the transportation plan, it must be modeled; (2) the last year forecast in the transportation plan must be an analysis year; and (3) analysis years may not be more than ten years apart. For the 2009 MAG Conformity Analysis, onroad mobile source emissions of carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), and PM-10 will be estimated for the analysis years 2010, 2015, 2025, and 2030.

The year 2010 will be modeled for PM-10, because it is the attainment year in the Five Percent Plan for PM-10 (MAG, 2007b). The year 2010 will also be modeled for CO, VOC, and NOx, because it is less than ten years from the 2002 base year for the transportation models. The year 2015 will be modeled for CO, because there is an EPA-approved emissions budget for the maintenance year of 2015 in the Carbon Monoxide Redesignation Request and Maintenance Plan (MAG, 2003). The year 2015 will also be modeled for VOC, NOx, and PM-10, because it is an intermediate year that meets the federal conformity requirement that analysis years be no more than ten years apart. The year 2025 will be modeled for VOC and NOx, because it is the maintenance year in the Eight-Hour Ozone Redesignation Request and Maintenance Plan (MAG, 2009a). The year 2025 will also be modeled for CO and PM-10, because it is an intermediate year that meets the federal conformity

requirement that analysis years be no more than ten years apart. The year 2030 will be modeled for all pollutants, since it is the last year of the Regional Transportation Plan.

II. LATEST PLANNING ASSUMPTIONS

The Clean Air Act states that “the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates.” On January 18, 2001, the U.S. DOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (U.S. DOT, 2001). In December 2008, EPA published revisions to the 2001 guidance entitled, “Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations” (EPA, 2008c).

Key elements of this guidance are identified below:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

The latest planning assumptions proposed for use in the 2009 MAG Conformity Analysis are summarized in Table A-3. The methodology and scheduled updates for the planning assumptions are discussed below.

The latest conformity regulations (EPA, 2008b) indicate that “the conformity determination... must be based upon the most recent planning assumptions in force at the time the conformity analysis begins...as determined through the interagency consultation process.” It is proposed that the “time that the conformity analysis begins” will be the day that the first traffic assignment (i.e., 2010, 2015, 2025, or 2030) has been submitted for travel demand modeling for the 2009 MAG Conformity Analysis. The latest planning assumptions and emissions models to be used are summarized in Table A-3.

TABLE A-3
LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under Governor's Executive Order 95-2, official County projections are updated every 5 years after a census. These official projections must be used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG has also developed a set of employment projections for Maricopa County that are consistent with the DES population projections. The MAG Regional Council approved subcounty socioeconomic projections consistent with the 2005 Census Survey in May 2007.	DRAM/EMPAL; SAM-IM	Official Maricopa County socioeconomic projections based on Arizona Department of Commerce (DOC) county projections may be approved by the MAG Regional Council after the 2010 U.S. Census.
Traffic Counts	Transportation models were re-validated in 2009 using approximately 2,200 traffic counts collected in 2006-2008.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	Transportation models were re-calibrated in 2006 using the 2001 home interview survey and a 2001 on-board bus survey. The base year for the calibration of the transportation models was 2002. Partial re-calibration of the models were conducted in 2008-2009 based on the 2007 on-board bus survey.	TransCAD	The FY 2008 Unified Planning Work Program (UPWP) contained \$300,000 for an External Travel Survey and \$750,000 for a Household Travel Survey. When available, these data will be used to re-calibrate the transportation models.
Speeds	Transportation models were validated in 2009 using survey data on peak and off-peak highway speeds collected in 2007.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models.
Vehicle Registrations	July 2008 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT in MOBILE6 format.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

POPULATION AND EMPLOYMENT

In accordance with the Arizona Governor's Executive Order 95-2, the population projections used for all State agency planning purposes are updated every five years after a decennial or mid-decennial census. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County population projections. MAG allocated the DES projections for Maricopa County to TAZs using the DRAM/EMPAL and Subarea Allocation Model-Information Manager (SAM-IM) land use models. MAG has also used the DRAM/EMPAL and SAM-IM models to develop a set of employment projections for Maricopa County that are consistent with the DES population projections.

The travel and speed estimates for the analysis years in the 2009 MAG Conformity Analysis will be based on the Maricopa County subcounty population and employment projections that are consistent with the 2005 U.S. Census Survey data. These subcounty socioeconomic projections were approved by the MAG Regional Council in May 2007.

Methodology

DES prepared the official Arizona population projections by county, using census data as the base. MAG used official DES population projections consistent with the 2005 U.S. Census Survey for Maricopa County. These population and employment projections for Maricopa County were distributed to smaller geographic areas by MAG using the latest available data and state-of-the-art land use models. The nationally-recognized DRAM/EMPAL model was used to allocate county projections of households and employment to regional analysis zones (RAZs) based upon the pre-existing location of these activities, land consumption, and transportation system accessibility. The allocation of population and employment from RAZs to one-acre grids was accomplished with a GIS-based model called SAM-IM which assesses the suitability of each grid for development based on measures such as adjacent land use, highway access, and proximity to other development.

Population and employment at the one-acre level is aggregated to TAZs using SAM-IM. The Maricopa County population and employment control totals were approved by the MAG Regional Council in December 2006. The subcounty socioeconomic projections developed with the DRAM/EMPAL and SAM-IM models were approved by the MAG Regional Council in May 2007.

Next Scheduled Update

In December 2007, the DES Population Statistics Unit was transferred to the Arizona Department of Commerce (DOC). The next update of the TAZ socioeconomic projections will be based on the official Arizona Department of Commerce county-level projections, required by Executive Order 95-2. It is anticipated that the next set of DOC projections will occur after the 2010 U.S. Census.

TRAFFIC COUNTS

The traffic volumes estimated by the travel demand models were validated in 2009, using approximately 2,200 traffic counts collected in 2006-2008. Use of the most recent traffic counts to validate the models is consistent with the federal conformity guidance which strongly encourages areas to update the planning assumptions for network-based travel models at least every five years (EPA, 2008c).

Methodology

MAG uses TransCAD software to perform travel demand modeling. TransCAD provides a geographic information systems (GIS) interface that facilitates transportation modeling. The MAG transportation models follow a traditional four-step process: trip generation, trip distribution, mode choice, and traffic/transit assignment. Trip generation determines the number of person trips produced and attracted by traffic analysis zone. Trip distribution links the productions and attractions by TAZ. The nested logit mode choice model determines the number of person trips allocated to automobile and transit modes. The mode choice model is sensitive to highway and transit travel times, as well as pricing variables such as automobile operating costs, parking costs, and transit fares. Highway and transit route choice is determined in the assignment step, based on operating costs, travel times, and distances. Capacity-restrained traffic assignments are performed for the AM peak period, midday, the PM peak period, and nighttime. A feedback loop between traffic assignment and trip distribution is utilized to achieve near-equilibrium highway speeds. The transportation models are documented in the Draft MAG Travel Demand Model Documentation (MAG, 2009c).

Next Scheduled Update

A comprehensive traffic count study was conducted by MAG in 2006-2008. This data was used to validate the traffic volumes estimated by the transportation models in 2009. Comprehensive traffic counts are typically collected by MAG every 2-4 years, if funding is available.

VEHICLE MILES OF TRAVEL

The MAG transportation models were re-calibrated in 2006 based on a 2001 household travel survey and a 2001 on-board bus survey. The base year for the model calibration was 2002. The models, described above, simulate peak and daily traffic volumes on more than 30,000 highway links, as well as transit trips on bus and light rail routes. Vehicle miles of travel by link, output by the highway assignment process, are input to the emissions models used in conformity.

Transportation model estimates of vehicle miles of travel (VMT) are validated using actual traffic counts. In 2009, the MAG transportation models were validated against approximately 2,200 traffic counts collected in 2006-2008. Table A-4 summarizes the validation results by area type for freeways and arterials. Both the R-squared (R^2) and Root Mean Square Error (RMSE) statistics indicate that there is a good fit between transportation model-estimated 2008 weekday traffic volumes and traffic count data collected in 2006-2008.

TABLE A-4
 MODEL-ESTIMATED 2008 WEEKDAY VOLUMES VS. 2006-2008 TRAFFIC COUNTS

	Freeways and Arterials	
Area Type	R²	% RMSE
CBD	0.986	17.1%
Urban	0.972	30.2%
Urban Fringe	0.930	39.3%
Suburban	0.931	35.1%
Rural	0.961	34.0%
All	0.960	33.9%

In previous MAG conformity analyses, travel demand model estimates of VMTs were reconciled with the Highway Performance Monitoring System (HPMS) to comply with Section 93.122(b) of the Transportation Conformity Regulations (EPA, 2008b). The Conformity Regulations require that regional emissions analyses in serious, severe, and extreme ozone nonattainment areas and serious carbon monoxide nonattainment areas, with urbanized area populations over 200,000, meet certain network-based modeling requirements, including reconciliation of modeled VMT with HPMS.

Due to EPA approval of the MAG Carbon Monoxide and One-Hour Ozone Redesignation Request and Maintenance Plans in 2005, the Maricopa area is no longer a Serious nonattainment area for carbon monoxide or one-hour ozone. In addition, the Maricopa area is not currently classified as a serious, severe or extreme nonattainment area for the 1997 eight-hour ozone standard and has met this standard since 2005. The area is unlikely to be designated as a serious, severe or extreme nonattainment area for the more stringent 2008 eight-hour ozone standard of 0.075 parts per million, because monitored concentrations are only marginally above the new standard.

Therefore, the requirements of Section 93.122(b) no longer apply to the Maricopa area and reconciliation of modeled VMT with HPMS is not required for the 2009 MAG Conformity Analysis. However, it is important to note that the most recent comparison of model-estimated and HPMS VMTs for the travel demand model calibration year of 2002 concluded that the VMT estimates for the PM-10 nonattainment area were nearly identical and factoring of the model outputs was not necessary (MAG, 2007c).

Next Scheduled Update

The MAG FY 2008 Unified Planning Work Program programmed \$300,000 for an External Travel Survey and \$750,000 to conduct a Household Travel Survey. It is anticipated that these survey data will become available during the fourth quarter of 2009 and will be utilized to re-calibrate and update the transportation models in 2010-2011.

SPEEDS

Speeds obtained from the capacity-restrained traffic assignments are “fed-back” in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until AM peak period trip tables and link volumes are in equilibrium (root mean square error of five percent or less). In addition to vehicle miles of travel, the MAG transportation models calculate system performance measures such as vehicle hours of travel and volume to capacity ratios.

Periodically, MAG conducts speed studies to compare model-estimated speeds with empirical data. The FY 2007 MAG Unified Planning Work Program contained \$500,000 to conduct a Regional Travel Speed Study. Data from this 2007 speed study were used to validate the speeds estimated by the MAG transportation models in 2009, as discussed below.

Methodology

A comparison of speeds obtained from the MAG 2007 Regional Travel Time and Speed Study (MAG, 2008) with 2008 transportation model-estimated speeds is illustrated in Figures A-2 through A-5. Observed versus estimated arterial speeds by area type for the AM peak period (6-9 a.m.) and off-peak period (9 a.m.-3 p.m.) are shown in Figures A-2 and A-3, respectively. A similar comparison for freeway speeds is provided in Figures A-4 and A-5.

Figures A-2 through A-5 indicate that the model-estimated speeds are in reasonable agreement with observed freeway and arterial speeds during the peak and off-peak periods. The modeled speeds are within four miles per hour of the observed speeds for all facility types and area types, with the exception of off-peak speeds on freeways. Figure A-5 indicates that the model underpredicts off-peak speeds on freeways by an average of eleven percent, with the absolute differences ranging from two mph on suburban freeways to thirteen miles per hour on rural freeways. MAG will use the 2007 Travel Speed Study and ADOT freeway detector data to improve the speed estimates produced by the transportation model. It is anticipated that these model improvements will be completed in 2010.

Next Scheduled Update

Typically, MAG has conducted travel speed studies every five years and will continue to do so, if funding is available.

VEHICLE REGISTRATIONS

Vehicle registrations for July 2008 are the latest provided to MAG by the Motor Vehicle Division of the Arizona Department of Transportation (ADOT). In the 2009 MAG Conformity Analysis, the July 2008 registrations will be input to MOBILE6 to estimate VOC, NO_x, and PM-10 emissions. MOBILE6 will derive the registrations for estimating wintertime CO emissions from the July 2008 registrations. The vehicle registration data provided by ADOT has been converted to MOBILE6 format. MAG will use newer vehicle registration data when provided by ADOT in the format required by the MOBILE6 emissions model.

IMPLEMENTATION MEASURES

In the 2009 MAG Conformity Analysis, emissions reduction credit will be assumed for the committed measures in the applicable SIPs, including the measures shown in Table A-5. The emission reductions assumed for these committed measures will reflect the latest implementation status of all measures for which emission reduction credits were assumed in the applicable SIPs.

FIGURE A-2
OBSERVED VS. ESTIMATED AM PEAK SPEEDS ON ARTERIALS

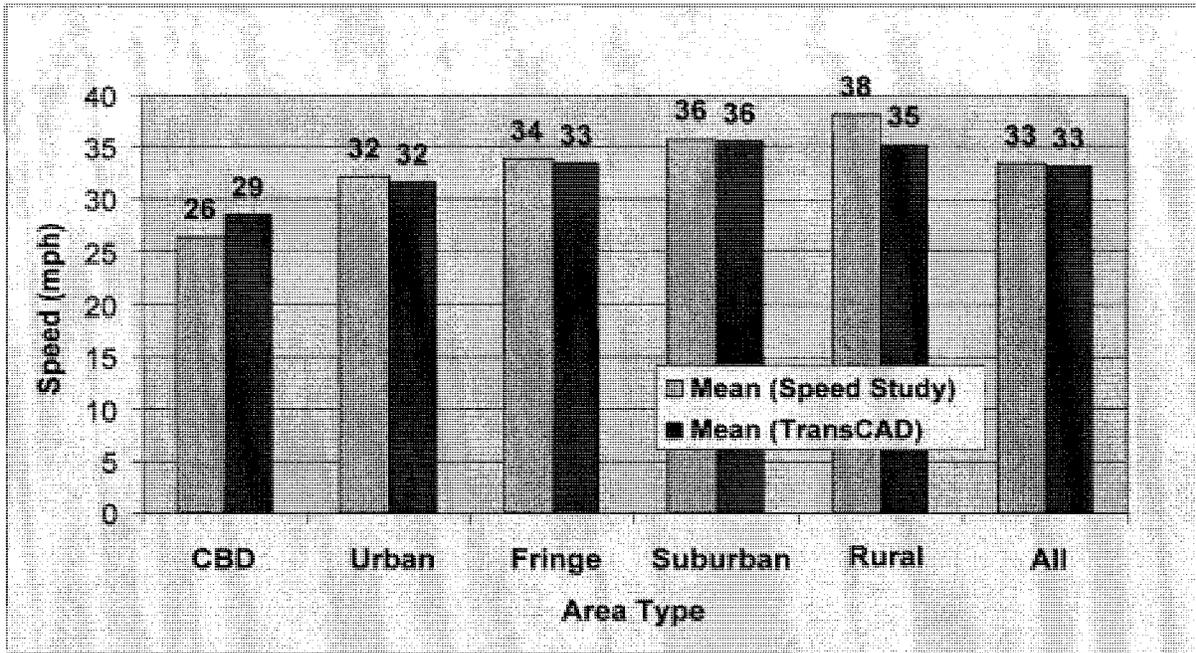


FIGURE A-3
OBSERVED VS. ESTIMATED OFF-PEAK SPEEDS ON ARTERIALS

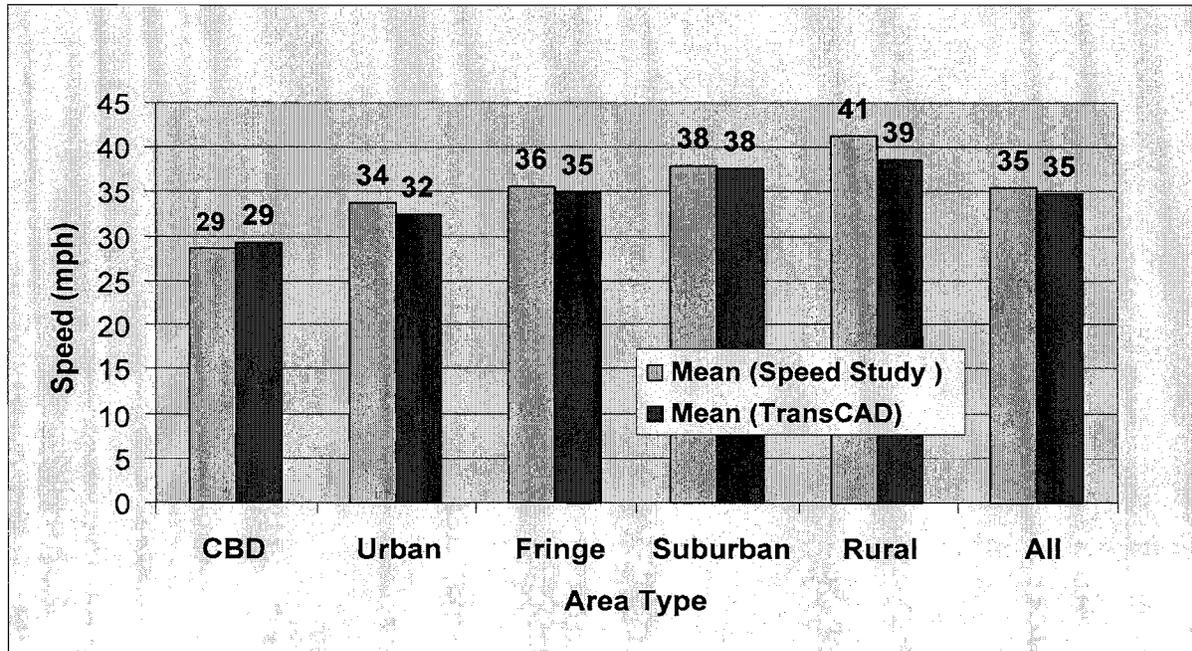


FIGURE A-4
OBSERVED VS. ESTIMATED AM PEAK SPEEDS ON FREEWAYS

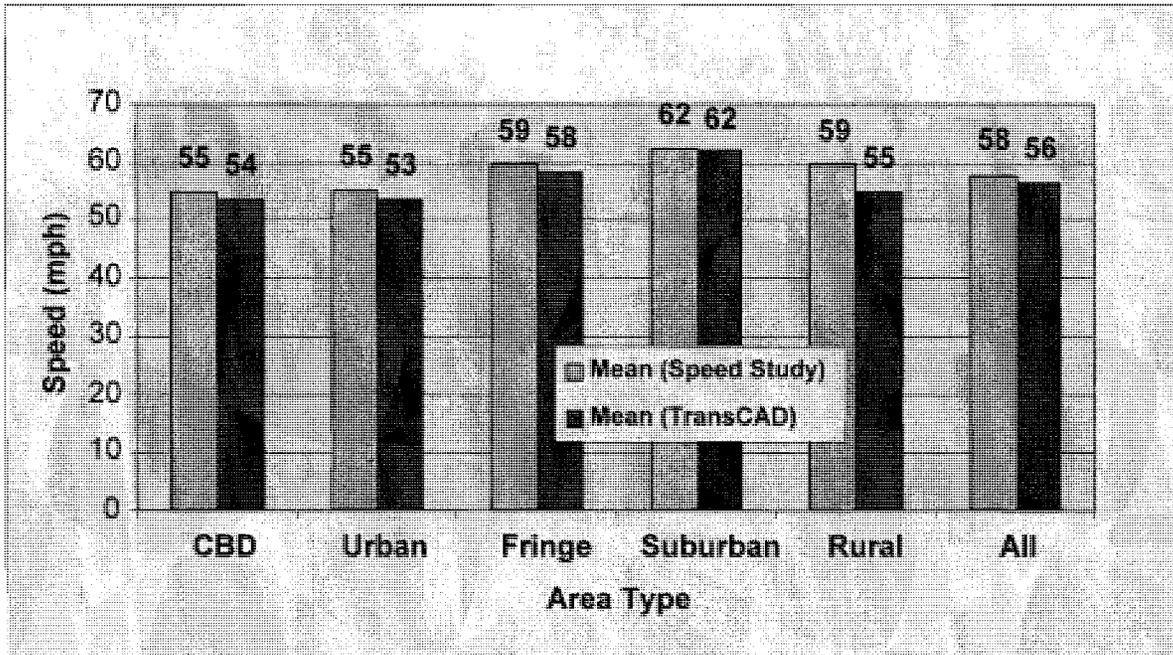


FIGURE A-5
OBSERVED VS. ESTIMATED OFF-PEAK SPEEDS ON FREEWAYS

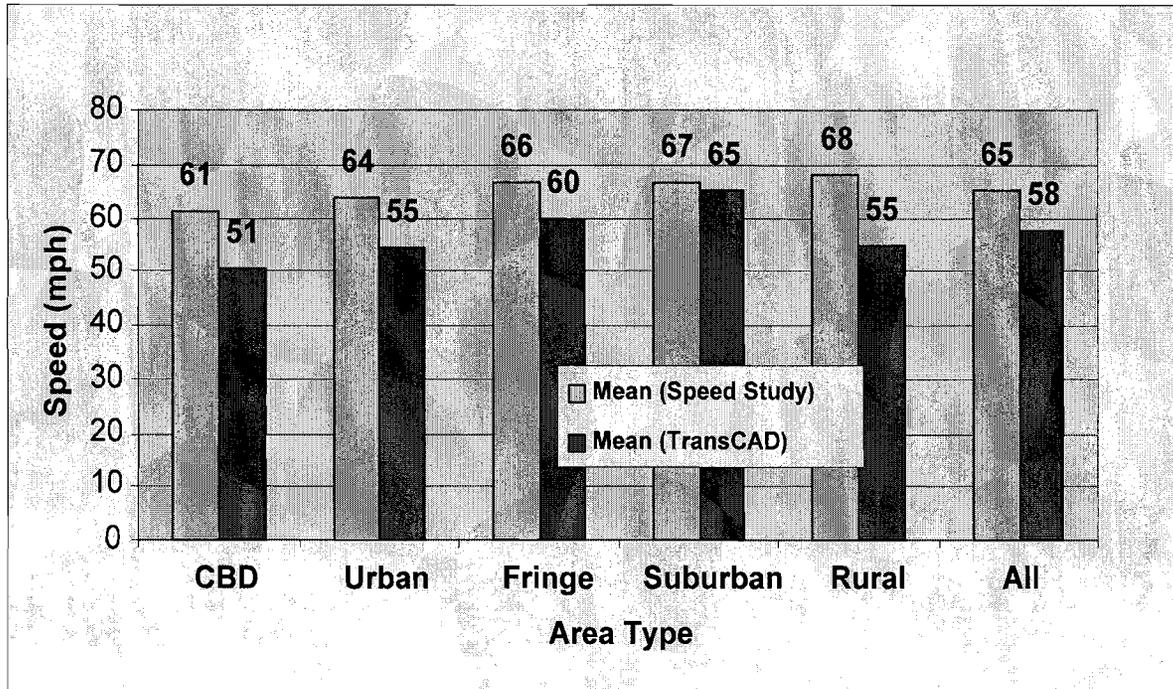


TABLE A-5
COMMITTED MEASURES ASSUMED IN THE 2009 MAG CONFORMITY ANALYSIS

Measure #	Reference	Measure Description	Pollutant(s)
1	CO Maintenance Plan ¹	CARB Phase 2 with 3.5 Percent Oxygenate in Winter	CO
1	Eight-Hour Ozone Maintenance Plan ²	Summer Fuel Reformulation with 7 psi from May 1 through September 30	VOC, NOx
2 2	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Phased-In Emission Test Cutpoints	CO, VOC, NOx
3 3	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	One-Time Waiver from Vehicle Emissions Test	CO, VOC, NOx
5 4C 16	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan Serious Area PM-10 Plan ³	Coordinate Traffic Signal Systems	CO, VOC, NOx, PM-10
6 5C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Develop Intelligent Transportation Systems	CO, VOC, NOx
7 4	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Tougher Enforcement of Vehicle Registration and Emission Test Compliance	CO, VOC, NOx
1C 6	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Expansion of Area A Boundaries (HB 2538)	CO, VOC, NOx
2C 1C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Gross Polluter Option for I/M Program Waivers	CO, VOC, NOx
3C 2C	CO Maintenance Plan Eight-Hour Ozone Maintenance Plan	Increase Waiver Repair Limit Options	CO, VOC, NOx
3C	Eight-Hour Ozone Maintenance Plan	Federal Heavy Duty Diesel Vehicle Emissions Standards	VOC, NOx
6C	Eight-Hour Ozone Maintenance Plan	Liquid Leaker Test as Part of VEI Program	VOC, NOx

¹Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area, May 2003 (MAG, 2003).

²Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area, February 2009 (MAG, 2009a).

³Revised MAG 1999 Serious Area Particulate Plan for PM-10 for the Maricopa County Nonattainment Area, February 2000 (MAG, 2000a).

TABLE A-5 (Cont.)
COMMITTED MEASURES ASSUMED IN THE 2009 MAG CONFORMITY ANALYSIS

Measure #	Reference	Measure Description	Pollutant(s)
1C	Five Percent Plan for PM-10 ⁴	Public Education and Outreach	PM-10
2	Five Percent Plan for PM-10	Extensive Dust Control Training Program ⁵	PM-10
3,16	Five Percent Plan for PM-10	Dust Managers at Construction Sites of 50 Acres and Greater; Require Dust Coordinators at Earthmoving Sites of 5-50 Acres ⁵	PM-10
5C	Five Percent Plan for PM-10	Certification Program for Dust Free Developments ⁵	PM-10
8	Five Percent Plan for PM-10	Conduct Nighttime and Weekend Inspections ⁵	PM-10
9,10,44	Five Percent Plan for PM-10	Increase the Number of Proactive Rule 310 and Rule 316 Inspections ⁵	PM-10
24C	Five Percent Plan for PM-10	Sweep Streets with PM-10 Certified Street Sweepers	PM-10
26C	Five Percent Plan for PM-10	Pave or Stabilize Existing Public Dirt Roads and Alleys	PM-10
27C	Five Percent Plan for PM-10	Limit Speeds to 15 mph on High Traffic Dirt Roads	PM-10
28	Five Percent Plan for PM-10	Pave or Stabilize Unpaved Shoulders	PM-10
36, 37, 38	Five Percent Plan for PM-10	Strengthen Rule 310 to Promote Continuous Compliance ⁵	PM-10
43C	Five Percent Plan for PM-10	Additional \$5M in FY07 MAG TIP for Paving Dirt Roads and Shoulders	PM-10
53	Five Percent Plan for PM-10	Repave or Overlay Paved Roads with Rubberized Asphalt	PM-10
14C, 15C, 17C	Five Percent Plan for PM-10	Reduce Trackout onto Paved Roads	PM-10

Notes:

(1) The Carbon Monoxide and Eight-Hour Ozone Maintenance Plans also rely on commitments to implement measures in the Revised MAG 1999 Serious Area Carbon Monoxide Plan (MAG, 2001a).
(2) A "C" next to a Measure number indicates that it is a Contingency Measure in the applicable Plan. Like the other measures in Table A-7, the contingency measures are legally-binding commitments that have already been implemented. Therefore, credit for these measures is also taken in the conformity analysis.

⁴MAG 2007 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area, December 2007 (MAG, 2007b).

⁵These measures reduce road construction emissions that are included in the conformity budget for PM-10.

III. TRANSPORTATION MODELING

MAG regional transportation modeling is performed using TransCAD software for both highway and transit network assignments. The transportation models forecast AM peak period, midday, PM peak period, and nighttime vehicle traffic, as well as daily transit ridership, for the MAG transportation modeling area. The transportation modeling area currently contains 1,995 traffic analysis zones and covers an area of approximately 6,500 square miles. The latest calibration of the transportation models was completed in 2006, using data from the 2001 household travel survey and the 2001 on-board bus survey. The base year for the model calibration was 2002. The latest validation of the transportation models was completed in 2009 using 2007 speeds and 2006-2008 traffic counts.

The MAG transportation models exhibit the following characteristics, which are consistent with requirements identified in the federal transportation conformity rule (Section 93.122(b)):

- The traffic volumes simulated by the MAG transportation models have been recently validated against approximately 2,200 traffic counts collected in 2006-2008. This validation demonstrated a good statistical fit between actual and model-estimated daily traffic volumes, as measured by an overall percent root mean square error of 33.9 percent. The transportation models are documented in the Draft MAG Travel Demand Model Documentation (MAG, 2009c).
- The population, households, and employment inputs to the travel demand models are based on DES population projections consistent with the 2005 U.S. Census Survey. Official Maricopa County socioeconomic projections based on DES county projections were approved by the MAG Regional Council in May 2007. These projections were prepared using the DRAM/EMPAL land use model and the MAG Subarea Allocation Model-Information Manager (SAM-IM).
- The population and employment projections to be used in the conformity analysis are consistent with the transportation system alternatives considered. In the MAG land use models, transportation system accessibility influences the allocation of population and employment to smaller geographic areas. The DRAM/EMPAL model distributes County-level projections of households and employment to regional analysis zones (RAZs) based upon the pre-existing location of these activities, land use consumption rates, and transportation system accessibility, expressed in terms of PM peak travel times. These congested travel times are derived from an appropriate capacity-restrained traffic assignment for each forecast year. The allocation of population, households and employment from RAZs to one-acre grid cells is accomplished with SAM-IM. SAM-IM uses transportation system accessibility measures, such as proximity to the closest highway, in determining the likelihood that a one-acre grid will develop during a given forecast interval. SAM also aggregates population, households, and employment projections by one-acre grid to the TAZ-level for input to the transportation models. Congested travel times output by the

transportation models are “fed-back” into the land use models to ensure that there is consistency between the transportation system assumptions and the land use projections.

- The transportation models perform capacity-restrained traffic assignments. Restrained assignments are produced for the AM peak period, midday, PM peak period, and nighttime, with volumes and congestion estimated for each period. A peak spreading model is used to derive AM and PM peak hour traffic volumes.
- Speeds obtained from the capacity-restrained traffic assignments are “fed-back” in the travel demand modeling chain. The trip distribution, mode choice, and traffic assignment steps of the chain are executed until AM peak period trip tables and link volumes are in equilibrium (root mean square error of five percent or less). The travel impedances used in the mode choice model include travel times and costs associated with each of the following modes: auto-drivers, carpools (2 and 3+ persons), and transit (e.g., shuttle bus, local bus, express bus, light rail, commuter rail).
- The travel impedances used in the trip distribution and traffic assignment steps of the MAG travel demand modeling are a composite function of highway travel times and costs. The nested logit mode choice model is sensitive to highway and transit travel times, as well as pricing variables, such as automobile operating costs, parking costs, and transit fares.
- As a result of the feedback loop in the MAG travel demand modeling process, the final peak and off-peak speeds are sensitive to the capacity-restrained volumes on each highway segment represented in the network. Data from the MAG 2007 Regional Travel Time and Speed Study (MAG, 2008) were used to ensure that the capacity-restrained speeds and delays output by the transportation models are consistent with empirical data. Figures A-2 through A-5 provide a comparison of observed and model-estimated speeds for the peak and off-peak periods. For both freeways and arterials, the TransCAD-estimated speeds are within ten percent of the observed speeds for each area type and the difference in overall speeds is two miles per hour or less. This indicates the capacity-restrained speeds produced by the transportation models are in reasonable agreement with the most recent empirical data.

SOCIOECONOMIC PROJECTIONS

Section 93.110 of the federal conformity rule requires that the population and employment projections used in the conformity analysis be the most recent estimates that have been officially approved by the Metropolitan Planning Organization (i.e., MAG, for this region). The 2009 MAG Conformity Analysis will be based on socioeconomic projections that were approved by the MAG Regional Council in May 2007.

In accordance with the Arizona Governor’s Executive Order 95-2, the population projections used for all State agency planning purposes were updated by the Arizona Department of Economic Security (DES) consistent with the 2005 U.S. Census Survey for Maricopa County. MAG has

prepared socioeconomic projections by traffic analysis zone (TAZ), based on the DES county-level population projections. MAG allocated the projections for Maricopa County to TAZs using the DRAM/EMPAL and Subarea Allocation Model - Information Manager (SAM-IM) land use models. Official Maricopa County socioeconomic projections based on DES county projections were approved by the MAG Regional Council in May 2007.

The TAZ population, households and employment projections take into account the transportation improvements contained in the conforming TIP (FY 2007-2011) and RTP (2006 Update) in effect at the time the projections were approved. For the 2009 MAG Conformity Analysis, the projections of population, households, and employment by TAZ will be input to the MAG transportation models to estimate auto and transit trips, VMT, and congestion for each analysis year.

TRANSPORTATION NETWORK ASSUMPTIONS

This section describes the development of the highway and transit networks which will be used to perform the 2009 MAG Conformity Analysis for the FY 2010-2014 Transportation Improvement Program and Regional Transportation Plan 2009 Update. Criteria for identification of “qualifying” projects are defined below. The choice of analysis years is reviewed in Section I, *Proposed Methodology for the 2009 MAG Conformity Analysis*.

Qualifying Projects. Not all of the street and freeway projects included in the TIP will qualify for inclusion in the highway network. Projects which call for study, design, right-of-way acquisition, or non-capacity improvements will not be included in the networks. When these projects result in actual facility construction projects, the associated capacity changes will be coded into the network, as appropriate. Since the networks define capacity in terms of number of through traffic lanes, only construction projects that increase the lane-miles of through traffic will be included. Generally, MAG highway networks will include only the one-mile grid system of streets, plus freeways. This includes all streets classified as arterials, as well as some collectors.

Traffic on collectors and local streets not explicitly coded on the highway network will be simulated in the models by use of abstract links called “centroid connectors”. These represent collectors, local streets and driveways which connect a neighborhood to a regionally-significant roadway. Centroid connectors will also include travel occurring on public and private unpaved roads.

Highway Networks. The 2008 base highway network will include all qualifying facilities, including freeways, which are open to traffic on December 31, 2008. The 2010 network will add to the base network all qualifying facilities which will be open to traffic by December 31, 2009, as well as FY 2010 projects in the FY 2010-2014 TIP and freeway lane miles scheduled to be open to traffic by December 31, 2010. The 2015 and 2025 networks will assume implementation of qualifying highway projects scheduled in the MAG Regional Transportation Plan through the years 2015 and 2025, respectively, as well as all qualifying projects scheduled in the FY 2010-2014 TIP. The 2030 network will assume implementation of the entire MAG Regional Transportation Plan, as well as

all qualifying projects scheduled in the TIP. It is important to note that regionally significant projects in the Apache Junction portion of Pinal County are included in the MAG TIP.

Coding Conventions. Specific coding conventions or criteria will be applied to determine whether a project qualifies for highway network coding. This will result in coding of all arterial streets and some collectors. The coding conventions will be:

- (1) Capacity-related projects on existing links or extensions of existing links on the base highway network will be coded in future networks. This will include projects on freeways, the mile-street grid, and half-mile streets already on the base network.
- (2) Capacity-related projects which are not on links or extensions of links in the base network will be coded, if the street is considered a logical part of the one-mile street grid system. If the project is on a half-mile street, it will be considered for inclusion on a case-by-case basis. The key factors to be considered in making this assessment will include:
 - the density of current and future development and travel in the area of the project;
 - whether the change may be accommodated without increasing the number of zones; and
 - whether the change is consistent with standard network coding practices.

Transit Networks. Transit networks will be input to the mode choice step of the MAG transportation models to determine the number of person trips made by transit, which in turn, removes vehicle trips from the highways. For all analysis years, the bus service and rail networks will reflect the latest planning assumptions provided to MAG by the Regional Public Transportation Authority. All of the transit networks used in the 2009 MAG Conformity Analysis will include the first twenty miles of the light rail system that commenced operation in December 2008.

EMISSIONS MODEL INPUT

The MAG transportation models and the highway and transit networks described above will be utilized to estimate daily vehicle travel and transit ridership in the MAG transportation modeling area. The primary input to the air quality modeling process will be transportation model estimates of vehicle traffic and speeds for four time periods (AM peak, midday, PM peak, and nighttime) on each highway link, along with the attendant link lengths and coordinate data. A detailed description of the MAG emissions models is provided below in Section IV, *Air Quality Modeling*.

IV. AIR QUALITY MODELING

The models which will be used to estimate emissions for the 2009 MAG Conformity Analysis are (1) the latest version of MOBILE6.2, to derive motor vehicle emission factors for CO, VOC, NO_x, and PM-10 (non-reentrainment) and (2) M6Link, to add PM-10 reentrainment emissions from AP-42, and calculate spatially and temporally allocated onroad mobile emissions using the emission factors from MOBILE6.2 and travel data from the transportation model. A brief description of each model is provided below, along with a summary of the principal input and output data. For the 2009 MAG Conformity Analysis, model inputs not dependent on the TIP or RTP are generally derived

from the Carbon Monoxide Maintenance Plan (MAG, 2003) for CO; the Eight-Hour Ozone Redesignation Request and Maintenance Plan (MAG, 2009a) for VOC and NO_x; and the MAG 2007 Five Percent Plan (MAG, 2007b) for PM-10.

MOBILE6

Description. MOBILE6 is a model developed by EPA for the purpose of estimating motor vehicle emission factors, in units of grams per mile, for specified vehicle fleet, fuel, temperature, and speed conditions. This model estimates carbon monoxide, ozone precursor, and PM-10 (excluding reentrained dust) motor vehicle emission factors.

On January 18, 2002, the EPA issued policy guidance on the use of MOBILE6 for transportation conformity, indicating that there would be a two-year grace period before MOBILE6 would be required for new conformity determinations (EPA, 2002a). In the January 29, 2002 *Federal Register*, EPA announced the release of MOBILE6, which triggered the start of a grace period that ended on January 29, 2004. On May 19, 2004, EPA issued a *Federal Register* notice recommending the use of MOBILE6.2 in SIPs and conformity determinations (EPA, 2004c). MOBILE 6.2 will be used in the 2009 MAG Conformity Analysis, because it is the latest emissions model available from EPA.

Inputs. There are a variety of inputs to MOBILE6. The use of a locally-derived motor vehicle registration distribution (by model year) of 25 years is recommended. For the conformity analysis, July 2008 vehicle registration data obtained from ADOT will be used as input to MOBILE6 for VOC, NO_x, and PM-10. MOBILE6 will derive the January data to be used in obtaining wintertime emissions rates for CO from the July 2008 vehicle registration data. The July 2008 data represents the most recent vehicle registrations that have been transmitted to MAG by ADOT.

In addition, each modeled scenario may require several runs to reflect an I/M program and no I/M program. The results from these runs are weighted to reflect the fraction of vehicles participating in the I/M program. Fuel parameters, which include fuel volatility and the use of oxygenated fuels (market share and oxygen content), are also input. The model is executed with hourly domain temperatures and an array of speeds by link as estimated by the transportation model. The detailed temperatures and speed data are more accurate than average values, since the relationship between emission factors and temperature/speed is not linear.

Output. The output from the MOBILE6 model includes emission factors by hour, roadway facility type, pollutant, and area type. These emission factors will be utilized by the M6Link program in estimating motor vehicle emissions for the MAG region. The emission factors for the 2009 MAG Conformity Analysis will be calculated for the pollutants CO, VOC, NO_x, and PM-10.

AP-42

Description. PM-10 emission factors for reentrained dust for paved and unpaved roads will be calculated using equations found in Sections 13.2.1.3 and 13.2.2, respectively, of AP-42, November 2006. AP-42 is the common name for the EPA Compilation of Air Pollutant Emission Factors.

Inputs. The AP-42 equations require three inputs to calculate PM-10 emission factors for reentrained paved road dust: the fleet average vehicle weight (i.e., 3.18 tons), the number of days with at least .01 inch of precipitation (i.e., 36), and the road surface silt loading. For the silt loadings, paved roads are split into three classes: freeways, with a silt loading of 0.02 grams per square meter, high traffic arterials, i.e., non-freeways carrying 10,000 vehicles or more per average weekday, with a silt loading of 0.067 grams per square meter, and low traffic arterials, i.e., non-freeways carrying less than 10,000 vehicles per average weekday, with a silt loading of 0.23 grams per square meter. These silt loadings and other input assumptions to the AP-42 equations for estimating paved road fugitive dust emissions are consistent with the MAG 2007 Five Percent Plan for PM-10.

The calculation of PM-10 emission factors for unpaved road fugitive dust emissions requires road surface material silt content (i.e., 11.9%), soil moisture content (0.5%), fleet average vehicle weight (3 tons), and mean vehicle speed (25 mph). These inputs to the AP-42 equations for unpaved roads are also consistent with the MAG 2007 Five Percent Plan for PM-10.

Output. The output from the AP-42 equations for paved and unpaved roads provides PM-10 emission factors in grams per vehicle mile. PM-10 emission factors are calculated for four facility types: freeways, paved high traffic arterials, paved low traffic arterials, and unpaved roads. The PM-10 emission factors are input to M6Link to calculate PM-10 fugitive dust emissions on paved and unpaved roads. The M6Link program merges the paved road PM-10 emissions with the exhaust, tire wear, and brake wear emissions for PM-10 that are output by MOBILE6.2.

M6Link

The M6Link system processes emissions for all pollutants in the conformity analysis. M6Link multiplies emission factors by the traffic volumes and the length of each link to produce onroad vehicle emission totals.

Description. M6Link is a series of computer programs developed to process link data files output by the MAG transportation model, in this case, TransCAD. These programs calculate emissions for roadway links in the MAG transportation networks. Traffic volumes for four times of day (AM peak, midday, PM peak, and nighttime) for each link are converted into hourly volumes based upon local survey data (MAG, 2000b). Hourly emission factors are developed by running MOBILE6.2 for each facility type, area type, and vehicle class using link speeds by time of day. Emissions for each hour are distributed geographically in the modeling domain based on the grid in which each link is located.

Transportation models are designed to model “average weekday” traffic patterns, which do not necessarily correspond to episodic time periods for which vehicle emissions are modeled. As a result, day of the week and month of the year factors consistent with the methodologies used in the CO Maintenance Plan, Eight-Hour Ozone Redesignation Request and Maintenance Plan, and the Five Percent Plan for PM-10, are included in the M6Link pre-processor.

Inputs. The transportation data input to the M6Link programs consist of database formatted files that contain link-specific data and a node coordinate definitions file. M6Link also requires as input:

- An adjustment factor table containing factors used to allocate period traffic volumes into hourly traffic volumes.
- Fugitive dust emission factors for paved and unpaved roads (generated by the AP-42 equations).
- A matrix of emission factors for a range of hours, facility types, area types, vehicle classes, and vehicle ages (generated by the MOBILE6.2 model).
- Factors for the appropriate weighting of vehicles that do and do not participate in the inspection/maintenance program.
- The year being modeled.
- The ratio of vehicles participating in the I/M program.

Outputs. The outputs from M6Link include an hourly, gridded onroad mobile source emissions file and several summary files containing emissions and traffic data in the modeling domain.

IMPLEMENTATION MEASURES

Emissions model input files are adjusted, as necessary, to reflect implementation of committed control measures in the applicable SIPs. Control measures from the air quality plans for which emissions reduction credit will be taken in the 2009 MAG Conformity Analysis are presented in Table A-5, located in Section II, *Latest Planning Assumptions*.

For the 2009 MAG Conformity Analysis, emission reduction credit will be applied for committed control measures and committed contingency measures contained in the air quality plans. Credit may also be taken for Congestion Mitigation and Air Quality Improvement (CMAQ) projects in the MAG Transportation Improvement Program, if credit for these measures was not quantified in the air quality plans. The equations, methods, and assumptions to be used in calculating emission reductions attributable to CMAQ projects are described in the Methodologies for Evaluating Congestion Mitigation and Air Quality Improvement Projects (MAG, 2009b). In addition, emission reduction credit for the strengthening of existing control measures or implementation of new control measures, specifically identified in the TIP and RTP, will be incorporated into the analysis, where appropriate.

CALCULATION OF PM-10 EMISSIONS FROM ROAD CONSTRUCTION

As required by 93.122(e), PM-10 emissions from road construction will be estimated for each conformity analysis year. The estimate of road construction emissions will be derived from the MAG 2007 Five Percent Plan for PM-10 (MAG, 2007b). In the Five Percent Plan, future road construction emissions were estimated on the basis of earthmoving permits issued by Maricopa County for road construction in 2004-2007. The average annual permitted acreage for road construction over this four year period was divided by the 2005 permitted acreage for road construction to obtain the growth factor to project 2005 road construction emissions (MCAQD, 2007) to 2010 base case road construction emissions. Implementation of the committed control measures in the Five Percent Plan is expected to reduce the 2010 base case road construction emissions by 48.2 percent.

For the 2009 MAG Conformity Analysis, the data used to estimate base case road construction emissions in the 2007 Five Percent Plan will be updated to include acreage from the earthmoving permits issued by Maricopa County in the year 2008. Since the period (i.e., 2004-2008) used to develop the 2010 road construction emissions includes two years (i.e., 2005-2006) of peak regional road construction activity, this approach produces a conservatively high estimate of future road construction emissions. Therefore, the 2010 road construction emissions with the committed control measures will be held constant for all conformity analysis years after 2010.

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ATTACHMENT B

DRAFT

PROCESS FOR ENSURING EXPEDITIOUS IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Section 93.105(c)(1)(iv) of the federal conformity rule requires a consultation process to be established for making a determination of whether past obstacles to implementation of transportation control measures which are behind the schedule established in the applicable air quality plan have been identified and are being overcome. A determination also is required as to whether State and local agencies with influence over approvals or funding for transportation control measures (TCMs) are giving maximum priority to approval or funding for TCMs. In addition, the process is required to consider whether delays in transportation control measure implementation necessitate revisions to the air quality plan to remove or substitute TCMs or other emission reduction measures.

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG 1996b) in response to federal and state requirements. The following text from the process M-6 directly addresses the requirement for consultation on the expeditious implementation of TCMs:

“A consultation process is required for the determination of whether past obstacles to implementation of transportation control measures which are behind schedule have been identified and are being overcome. Also, a determination is required whether State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs. These determinations are part of the criteria for TIP conformity determinations, specified in the federal conformity regulation 40 CFR 51.418(c)(2) (*now 93.113(c)(2)*).”

For the 2009 MAG Conformity Analysis, the anticipated approach will be to conduct a review of projects and funds allocated in the TIP which implement adopted pollution control measures. This will be used together with any TCM implementation annual reports described above that are available, as the basis for assessing whether or not implementing agencies are giving maximum priority to approval or funding of transportation control measures.

The TCM findings required under federal conformity regulations will be incorporated as part of the 2009 MAG Conformity Analysis, which will be made available for interagency and public review, including a public hearing, prior to a Finding of Conformity by the MAG Regional Council.

ATTACHMENT C

DRAFT

TYPES OF PROJECTS CONSIDERED EXEMPT FROM CONFORMITY REQUIREMENTS

Under Environmental Protection Agency regulations, a conformity determination is required before a regionally significant road or transit project (regardless of funding source) can be approved by any agency which is a recipient of federal road or transit funds. As part of this conformity determination, regional emissions analyses are required. However, the regulations also identify various types of projects which are exempted from the analytical requirements due to their presumed negligible air quality impacts. Interagency consultation is required to determine whether any of these normally exempted projects “should be treated as nonexempt in cases where potential adverse emissions impacts may exist for any reason.”

In February 1996, the MAG Regional Council adopted conformity consultation processes (MAG, 1996b) in response to federal and state requirements. The following text from the process M-5 directly addresses the requirement for consultation on exempt projects:

“...the Metropolitan Planning Organization (i.e. MAG, for this region) shall initiate consultation for evaluating whether projects listed as exempt from conformity in the conformity regulation should be treated as nonexempt projects where potential adverse emission impacts may exist for any reason. In this consultation process, MAG provides for the participation of the transportation and air quality agencies, as well as the public.”

MAG consults on the designation of exempt status for a specific project proposal at the time the project in question is proposed for addition to the TIP and RTP. This consultation process is described in MAG process M-8.

For the 2009 MAG Conformity Analysis, the anticipated approach includes the exempt projects which are contained in the EPA conformity regulations, as listed in the three tables which follow. In Table C-1, 23 CFR 710.503 is the citation for emergency or hardship advance land acquisitions from the July 1, 2004 EPA transportation conformity rule amendments. Table C-1 identifies the specific types of projects which require no conformity determination of any kind, by any agency. These project types include specific actions involving safety, mass transit, air quality, and other actions likely to have no adverse air quality impacts. Table C-2 lists projects for which a regional emissions analysis is not required. These projects are, however, not exempt from other conformity requirements. In addition, Table C-3 lists traffic signal synchronization projects which are exempt from conformity determinations prior to being funded, approved, or implemented.

TABLE C-1.
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Safety

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
*Rehabilitation of transit vehicles.
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.

*Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

TABLE C-1. (continued)
PROJECTS NORMALLY EXEMPT FROM CONFORMITY DETERMINATIONS
(From 40 CFR 93.126)

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:

- Planning and technical studies.
- Grants for training and research programs.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Noise attenuation.

Emergency or hardship advance land acquisitions (23 CFR 710.503).

Acquisition of scenic easements.

Plantings, landscaping, etc.

Sign removal.

Directional and informational signs.

Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

* In PM-10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

TABLE C-2.
PROJECTS NORMALLY EXEMPT FROM REGIONAL EMISSIONS ANALYSIS, BUT NOT
FROM OTHER CONFORMITY REQUIREMENTS
(From 40 CFR 93.127)

Intersection channelization projects.
Intersection signalization projects at individual intersections.
Interchange reconfiguration projects.
Changes in vertical and horizontal alignment.
Truck size and weight inspection stations.
Bus terminals and transfer points.

TABLE C-3
TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS
(From 40 CFR 93.128)

Traffic signal synchronization projects may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analyses required by sections 93.118 and 93.119 for transportation plans, TIPs, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

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

DATE:

June 30, 2009

SUBJECT:

Consultation on Potentially Regionally Significant Projects for the Draft FY 2010-2014 MAG Transportation Improvement Program

SUMMARY:

Federal and State conformity regulations require that Metropolitan Planning Organizations consult with federal, state, and local air quality and transportation agencies regarding which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. On June 30, 2009, MAG distributed for interagency consultation the regionally significant projects subject to conformity requirements. Comments on the list of potentially regionally significant projects are requested by July 22, 2009.

PUBLIC INPUT:

Copies of the attached list of regionally significant projects were distributed for consultation purposes to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, U.S. Environmental Protection Agency, Central Arizona Association of Governments, Pinal County Air Quality Control District, and other interested parties.

PROS & CONS:

PROS: Interagency consultation on regionally significant projects provides required notification to the planning agencies.

CONS: The consultation on transportation conformity requires additional time in the development of the Draft FY 2010-2014 MAG Transportation Improvement Program and the MAG Regional Transportation Plan 2009 Update.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: In general, regionally significant projects include arterial construction (or widening) of greater than one-half mile in length, freeway construction, or provision of major fixed transit facilities. MAG may approve a Transportation Improvement Program or amendment only if conformity criteria are met. A transportation project that is designated regionally significant is required to meet conformity requirements. This requirement applies not only to federal projects, but also to locally and privately funded transportation projects.

POLICY: The consultation for the regionally significant projects for the Draft FY 2010-2014 MAG Transportation Improvement Program is being conducted in accordance with MAG Conformity Consultation Processes adopted by the Regional Council in February 1996.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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



June 30, 2009

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TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority/ Valley Metro
Debbie Cotton, City of Phoenix Public Transit Department
Lawrence Odle, Maricopa County Air Quality Department
Maxine Brown, Central Arizona Association of Governments
Don Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON POTENTIALLY REGIONALLY SIGNIFICANT PROJECTS FOR THE DRAFT FY 2010-2014 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is distributing for interagency consultation the transportation projects which will be considered “regionally significant” for the purpose of performing the regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects for the Draft FY 2010-2014 MAG Transportation Improvement Program is attached for your review and comment. Please provide any comments regarding the list by July 22, 2009.

The potentially regionally significant projects for the Draft FY 2010-2014 MAG Transportation Improvement Program were included in the draft copy of the Project Listing which was available for public review and comment at the Transportation Public Hearing on June 18, 2009. In addition on June 25, 2009, a draft copy of the Project Listing was provided to members of the MAG Transportation Review Committee.

The MAG designation of transportation projects as regionally significant is considered advisory to the sponsoring agencies of the projects. Federal conformity regulations specify that a regionally significant project is a transportation project that is on a facility that serves regional transportation needs, and would normally be included in the modeling of the transportation network. In addition, Section R18-2-1429(B) of the Arizona Administrative Code requires the project sponsor that is a recipient of federal highway or transit funds to determine whether or not the project is regionally significant. The criteria used to identify regionally significant projects are also detailed in the MAG Transportation Conformity Guidance and Procedures.

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

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

A Voluntary Association of Local Governments in Maricopa County

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

DRAFT FY 2010 – FY 2014 MAG TIP
Regionally Significant Projects
(June 29, 2009)

Highway Section

Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

DRAFT

AGENCY: Avondale

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	AVN96-608	Thomas Rd: 103rd to 99th Ave	Add 1 westbound lane	0.5	2	3	Private	0	0	750,000	750,000
2010	AVN07-621	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new 3 lane roadway	0.5	0	3	Local	0	0	4,500,000	4,500,000
2010	AVN08-625	Van Buren St: 107th Ave to 103rd	Add 1 westbound through lane	0.5	2	3	Private	0	0	500,000	500,000
2010	AVN08-802	107th Ave: Broadway Rd to Alta Vista Rd alignment	Add 1 southbound lane	0.8	2	3	Private	0	0	1,000,000	1,000,000
2010	AVN10-904	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 eastbound lane	0.5	4	5	Private	0	0	500,000	500,000
2010	AVN10-813	99th Ave: Thomas Rd to Osborn Rd	Add 1 southbound lane	0.5	4	5	Private	0	0	500,000	500,000
2011	AVN09-902	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 westbound lane	0.5	4	5	Private	0	0	500,000	500,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

DRAFT

AGENCY: Avondale

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2011	AVN08-623	99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd	Add 1 southbound through lane	0.5	4	5	Private	0	0	800,000	800,000
2011	AVN08-806	Broadway Rd: Dysart Rd to Avondale Blvd	Construct new 4 lane roadway	2.0	0	4	Private	0	0	2,500,000	2,500,000
2011	AVN08-807	Dysart Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Add 1 northbound lane	1.0	2	3	Private	0	0	500,000	500,000
2011	AVN08-809	El Mirage Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Widen roadway from 2 to 4 lanes	1.0	2	4	Private	0	0	1,000,000	1,000,000
2012	AVN12-002	El Mirage & Lower Buckeye Road	Widen El Mirage at Lower Buckeye. Improve intersection capacity	0.5	3	4	Local	0	0	610,000	610,000
2012	AVN09-903	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 southbound lane	0.5	4	5	Private	0	0	1,000,000	1,000,000
2012	AVN08-808	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 northbound lane	0.5	4	5	Private	0	0	1,000,000	1,000,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Avondale

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2013	AVN11-705	Litchfield Rd: Broadway Rd to Lower Buckeye Rd	Add 1 through lane in each direction	1.0	2	4	Local	0	0	550,000	550,000
2013	AVN12-815	Van Buren St: Dysart to 99th Ave	Add 2 lanes	1.0	4	6	Local	0	0	8,075,000	8,075,000
2013	AVN13-005	Avondale Blvd-McDowell Road to Thomas Road	Add 2 lanes	0.0	2	4	Local	0	0	1,000,000	1,000,000
2013	AVN10-703	Van Buren St: El Mirage to 122nd Ave (North half)	Add 1 westbound through lane, paving, curb and gutter.	0.5	2	3	Local	0	0	600,000	600,000
2014	AVN14-001	107th Avenue-McDowell to the I-10	Add a lane southbound	0.5	3	4	Local	0	0	1,900,000	1,900,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Buckeye

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	BKY10-902	Miller Rd: Narramore Ave to Hazen Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.3	2	6	Local	0	0	3,737,210	3,737,210
2010	BKY10-903	Apache Rd: Maricopa Rd to MC 85	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks, rail crossing and canal crossing	0.5	2	4	Local	0	0	2,491,474	2,491,474
2010	BKY10-901	Miller Rd: Maricopa Rd to Narramore Ave	East half street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.8	2	6	Local	0	0	6,228,684	6,228,684
2011	BKY11-904	Southern Ave: Apache Rd to Watson Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.0	2	6	Local	0	0	5,145,941	5,145,941
2012	BKY12-906	Rainbow Road: Durango St to Lower Buckeye Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.5	2	6	Local	0	0	2,572,970	2,572,970
2012	BKY12-907	Dean Rd: RID Canal to Southern Ave	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2.3	2	4	Local	0	0	11,578,367	11,578,367
2012	BKY12-905	Watson Rd: Durango St to Lower Buckeye Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.5	2	6	Local	0	0	2,572,970	2,572,970

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Chandler

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2011	CHN09-703	Ocotillo Rd: Arizona Ave to McQueen Rd ST607	Widen roadway to add 2 through lanes in each direction	1.0	2	6	Local	0	0	14,055,000	14,055,000
2014	CHN06-213	Chandler Blvd: Colorado St to McQueen Rd ST297	Widen roadway from 4 to 6 lanes, plus turn lanes	0.8	4	6	Local	0	0	22,105,000	22,105,000
2014	CHN12-806	Chandler Heights Rd: Arizona Ave to McQueen Rd ST608	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Local	0	0	15,130,000	15,130,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Fountain Hills

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2012	FTH12-002	Fountain Hills Blvd: Glenbrook Blvd to North Town Limit	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	1.5	2	4	Private	0	0	5,200,000	5,200,000
2012	FTH12-001	Fountain Hills Blvd: Shea Blvd to El Lago	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	2.0	2	4	Private	0	0	6,800,000	6,800,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Gilbert

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	GLB08-712	Ray Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	2.0	2	6	Private	0	0	3,000,000	3,000,000
2010	GLB01-719	Recker Rd: Queen Creek Rd to Ocotillo Rd	Construct new 2 lane roadway	1.0	0	2	Private	0	0	1,300,000	1,300,000
2010	GLB10-004	Higley: Riggs to Hunt	Add four through lanes	1.0	2	6	Local	0	0	8,500,000	8,500,000
2011	GLB09-720	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	2,500,000	2,500,000
2011	GLB09-718	Greenfield Rd: Germann Rd to Pecos Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
2011	GLB05-113	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	0.4	2	6	Private	0	0	1,500,000	1,500,000
2011	GLB02-808	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Gilbert

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2012	GLB08-714	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,000,000	3,000,000
2012	GLB08-715	Williams Field Rd: Gilbert Rd to SRP Canal	Add 2 lanes in each direction	1.5	2	6	Private	0	0	3,000,000	3,000,000
2012	GLB12-807	Lindsay Rd: Queen Creek Rd to Ocotillo Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
2012	GLB04-105	Pecos Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Private	0	0	2,000,000	2,000,000
2012	GLB09-724	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,000,000	3,000,000
2012	GLB10-725	Recker Rd: Elliot Rd to Warner Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
2012	GLB12-810	Val Vista Dr: Ocotillo Rd to Chandler Heights Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	4,500,000	4,500,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Gilbert

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2012	GLB12-011	Chandler Heights: Val Vista Greenfield	Widen road, add bike lanes, landscape	1.0	2	4	Local	0	0	18,250,000	18,250,000
2012	GLB12-808	Ocotillo Rd: 148th St to Greenfield Rd	Reconstruct roadway to add one lane in each direction	1.5	2	4	Private	0	0	3,000,000	3,000,000
2012	GLB05-108	Higley Rd: Warner Rd to Ray Rd	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Private	0	0	2,500,000	2,500,000
2013	GLB13-003	Val Vista: Chandler to Riggs	Add two lanes in each direction	1.0	2	6	Local	0	0	23,500,000	23,500,000
2014	GLB03-904	Elliot Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes	1.0	2	4	Private	0	0	4,000,000	4,000,000
2014	GLB11-802	Germann Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,500,000	3,500,000
2014	GLB11-803	Germann Rd: Val Vista Dr to Greenfield Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,500,000	3,500,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Gilbert

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2014	GLB03-910	Warner Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Private	0	0	4,000,000	4,000,000
2014	GLB99-257	Neely St: SPRR to SRP Western Canal	Construct new grade railroad crossing	0.5	0	2	Local	0	0	3,000,000	3,000,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Glendale

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	GLN07-313	Glendale Ave: Agua Fria Fwy to 115th Ave	Widen roadway with curb, gutter, sidewalk and landscaping	2.3	4	6	Private	0	0	4,000,000	4,000,000
2012	GLN12-803	Sarival Ave: Northern Ave to Olive Ave	Widen roadway, add curb, gutter, sidewalk, and landscaping.	1.0	3	6	Private	0	0	3,000,000	3,000,000
2013	GLN07-601	Bethany Home Rd: 91st to 83rd Aves	Construct new 4 lane roadway when property develops.	1.0	0	4	Local	0	0	2,000,000	2,000,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Goodyear

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2012	GDY12-903	Yuma Road, Saravil to 167th Avenue	Street Improvement - 3 eastbound lanes, curb gutter, sidewalk, street lights, relocate power poles, add second lane westbound to 165th avenue	0.0	2	6	Local	0	0	2,400,000	2,400,000
2012	GDY12-904	Cotton Lane, Indian School to Thomas	Street Improvement - Construct four lane arterial street	0.0	2	4	Local	0	0	4,800,000	4,800,000
2013	GDY13-916	Elliot Road 185th to Rainbow Valley Road	Expand to 6 lanes	0.0	2	6	Local	0	0	3,750,000	3,750,000
2013	GDY13-913	McDowell - Cotton Lane to Perryville	Street Improvement - Construct four lane arterial street	0.0	0	4	Local	0	0	9,200,000	9,200,000
2014	GDY10-711	Elliot Rd: 185th Ave to Rainbow Valley Rd	Reconstruct road from 2 to 4 lanes	1.0	2	4	Local	0	0	3,750,000	3,750,000
2014	GDY13-914	Sarival - Indian School to Camelback	Street Improvement - Construct four lane arterial street	0.0	0	4	Local	0	0	4,800,000	4,800,000
2014	GDY10-902	Van Buren - Estrella Parkway to 158th Avenue	Street Improvement - Widen south side of Van Buren with second lane. Relocate RID facility	0.0	2	3	Local	0	0	1,750,000	1,750,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

DRAFT

AGENCY: Goodyear

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2014	GDY13-912	Estrella Parkway Bridge over the Gila River	Bridge - Widen Bridge from 2 lanes to 6	0.0	2	6	Local	0	0	52,000,000	52,000,000
2014	GDY12-907	Sarival - MC85 to Eddie Albert	Street Improvement - Add two north bound and one south bound lanes	0.0	2	5	Local	0	0	900,000	900,000
2014	GDY12-909	Sarival - Yuma to Elwood	Street Improvement - Add two south bound lanes, curb, gutter, sidewalk, relocate power poles, street lights and storm system,	0.0	2	4	Local	0	0	3,600,000	3,600,000
2014	GDY12-906	Sarival - I-10 to McDowell Road	Street Improvement - Add second lanes north/south bound, relocate power poles	0.0	2	4	Local	0	0	600,000	600,000
2014	GDY12-905	Sarival - Harrison to Yuma	Street Improvement - Add second south bound lane and relocate power poles	0.0	2	3	Local	0	0	600,000	600,000
2014	GDY13-910	Sarival - Van Buren to Portland	Street Improvement - Add second north bound lane and relocate power poles	0.0	2	3	Local	0	0	1,200,000	1,200,000
2014	GDY13-911	Cotton Lane - Indian School to Thomas	Street Improvement - Construct four lane arterial street	0.0	2	4	Local	0	0	4,800,000	4,800,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Goodyear

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2014	GDY12-908	Sarival - Mesquite to Harrison	Street Improvement - Add second south bound lane and relocate power poles	0.0	2	3	Local	0	0	300,000	300,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Maricopa County

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	MMA09-608	MC-85: 107th Ave to 91st Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2.0	4	6	Local	0	0	330,000	330,000
2010	MMA08-605	MC-85: 91st Ave to 75th Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2.0	4	6	Local	0	0	280,000	280,000
2010	MMA11-719	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	1.8	0	4	Local	0	0	676,000	676,000
2011	MMA03-912	MC-85: Cotton Ln to Estrella Pkwy	Widen roadway from 2 to 4 lanes	2.0	2	4	Local	0	0	4,630,000	4,630,000
2012	MMA09-812	Williams Field Rd: Gilbert Rd to Eastern Canal	Widen roadway from 4 to 6 lanes	1.5	4	6	Local	0	0	7,190,000	7,190,000
2012	MMA10-813	7th St: Carefree Hwy to Desert Hills Dr	Widen roadway from 2 to 4 lanes	3.0	2	4	Local	0	0	4,000,000	4,000,000
2012	MMA11-816	Ellsworth Rd: Hunt Hwy to S of Chandler Heights Rd	Widen roadway from 2 to 6 lanes	1.8	2	6	Local	0	0	7,800,000	7,800,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Mesa

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	MES08-806	McKellips Rd: Hawes Rd to Ellsworth Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	1.0	2	4	Private	0	0	2,000,000	2,000,000
2010	MES08-803	Ellsworth Rd at Pecos Rd	Widen intersection along all four legs to add 2 through lanes in each direction and center turn lanes	0.3	2	6	Private	0	0	3,200,000	3,200,000
2011	MES08-804	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	0.5	2	4	Private	0	0	2,000,000	2,000,000
2012	MES08-801	Elliot Rd: Hawes Rd to Loop 202 (Santan Fwy)	Widen roadway to add 2 through lanes in each direction and a center turn lane	0.5	2	6	Private	0	0	2,800,000	2,800,000
2013	MES08-805	Hawes Rd: Elliot Rd to Paloma Ave alignment	Widen roadway to add 2 through lanes in each direction and a center turn lane	0.5	2	6	Private	0	0	2,800,000	2,800,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Peoria

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	PEO08-707	83rd Ave:Williams to Calle Lejos	Widen roadway to add 1 through lane in each direction	1.0	2	4	Local	0	0	6,100,000	6,100,000
2012	PEO99-724	83rd Ave: Northern Ave to Olive Ave	Widen roadway from 2 to 4 lanes, paving, curb and gutter	1.0	2	4	Local	0	0	6,400,000	6,400,000
2012	PEO09-718	83rd Ave: Olive Ave to Mountain View Rd	Widen roadway to add 1 through lane in each direction	0.5	2	4	Local	0	0	6,000,000	6,000,000
2013	PEO10-803	Vistancia Blvd: Central Arizona Canal to Twin Buttes Pkwy	Construct new 4 lane roadway with median (ultimate 6 lane)	2.0	0	4	Private	0	0	12,000,000	12,000,000
2013	PEO09-802	El Mirage Rd: Vistancia Blvd to Westland Rd	Construct 6 lane roadway	2.0	4	6	Private	0	0	12,000,000	12,000,000
2014	PEO09-714	67th Ave: Pinnacle Peak Rd to Happy Valley Rd	Widen roadway to add 1 through lane in each direction	1.0	4	6	Local	0	0	18,200,000	18,200,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Phoenix

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	PHX10-025	19th Ave Bridge Jomax Rd to CAP Canal, NVP	Construction	0.5	0	6	Local	0	0	16,000,000	16,000,000
2011	PHX08-613	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	1.0	2	4	Local	0	0	4,725,000	4,725,000
2011	PHX11-843	32nd St: Washington St to McDowell Rd	Construct roadway narrowing removing one northbound lane	1.0	6	5	Local	0	0	4,656,960	4,656,960
2012	PHX09-622	Pinnacle Peak Rd: 55th Ave to 43rd Ave	Acquire right of way and reconstruct roadway to 74ft section, adding 2 through lanes	1.0	2	4	Local	0	0	411,100	411,100
2013	PHX12-860	Pinnacle Peak Rd: 55th Ave to 43rd Ave	Reconstruct roadway to 74ft section, adding 2 through lanes	1.0	2	4	Local	0	0	5,500,000	5,500,000
2014	PHX10-629	32nd St: Southern Ave to Broadway Rd	Reconstruct roadway to 64ft section, adding 2 through lanes	1.0	2	4	Local	0	0	4,400,000	4,400,000
2014	PHX08-714	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Construct new 4 lane roadway to 64 ft section	0.5	0	4	Local	0	0	4,375,000	4,375,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Queen Creek

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	QNC07-712	Ellsworth Rd: Hunt Rd to Cloud Rd	Widen roadway	1.0	2	6	Local	0	0	17,000,000	17,000,000
2010	QNC08-759	Rittenhouse Rd: 196th to 206th St	Widen roadway	1.5	2	4	Local	0	0	6,000,000	6,000,000
2011	QNC07-724	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
2011	QNC08-751	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway	1.0	2	4	Private	0	0	4,200,000	4,200,000
2011	QNC07-728	Ocotillo Rd: Rittenhouse Rd to 209th Way	Widen roadway	0.5	2	4	Local	0	0	5,500,000	5,500,000
2011	QNC07-730	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	0.5	2	4	Private	0	0	1,000,000	1,000,000
2011	QNC07-729	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway	0.3	2	4	Private	0	0	900,000	900,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Queen Creek

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2012	QNC08-748	Meridian Rd: Chandler Heights Rd to Riggs Rd	New 6 lane road	2.0	0	6	Local	0	0	10,000,000	10,000,000
2012	QNC09-778	Rittenhouse Rd: Queen Creek Wash to Cloud Rd	Widen roadway, adding 2 through lanes and add Bridge	0.5	2	4	Private	0	0	4,400,000	4,400,000
2012	QNC07-721	Hawes Rd: Rittenhouse Rd to Queen Creek Rd	Widen roadway	0.3	2	4	Private	0	0	900,000	900,000
2014	QNC09-776	Rittenhouse Rd: Ocotillo Rd to Queen Creek Wash	Widen roadway, adding EB lane	2.0	2	3	Local	0	0	3,190,000	3,190,000
2014	QNC09-779	Signal Butte Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, from 2 to 4 lanes	1.0	2	4	Private	0	0	4,800,000	4,800,000
2014	QNC09-775	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	0.5	2	4	Local	0	0	2,000,000	2,000,000
2014	QNC09-773	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	0.5	2	3	Private	0	0	1,500,000	1,500,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Queen Creek

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2014	QNC09-781	Sossaman Rd: Ocotillo Rd to Chandler Heights	Widen roadway	1.0	2	4	Local	0	0	4,280,000	4,280,000
2014	QNC09-769	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway	1.0	2	4	Private	0	0	3,700,000	3,700,000
2014	QNC09-766	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway	1.0	2	4	Local	0	0	4,000,000	4,000,000
2014	QNC13-903	Riggs Rd: Ellsworth Rd to Meridian Rd	Construct new roadway	3.0	0	4	Local	0	0	20,000,000	20,000,000
2014	QNC09-768	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway, adding SB lane	1.0	2	3	Private	0	0	4,000,000	4,000,000
2014	QNC08-802	Queen Creek Rd: Signal Butte Rd to Meridian Rd	Widen roadway	1.0	2	4	Private	0	0	6,500,000	6,500,000
2014	QNC08-801	Queen Creek Rd: Crismon Rd to Signal Butte Rd	Widen roadway	1.0	2	4	Private	0	0	6,500,000	6,500,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Queen Creek

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2014	QNC08-750	Ocotillo Rd: Recker Rd to Power Rd	New 4 lane road	1.0	0	4	Private	0	0	4,000,000	4,000,000
2014	QNC08-747	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	New 6 lane road	1.0	0	6	Private	0	0	3,000,000	3,000,000
2014	QNC07-735	Queen Creek Rd: Crismon Rd to 213th St	Widen roadway	0.5	2	4	Private	0	0	1,000,000	1,000,000
2014	QNC07-726	Ocotillo Rd: Ellsworth Rd Bypass to Hawes Rd	Widen roadway	0.8	2	4	Private	0	0	1,000,000	1,000,000
2014	QNC07-719	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	1.0	2	4	Private	0	0	2,000,000	2,000,000
2014	QNC07-707	Ellsworth Rd: Ocotillo Rd to Queen Creek Wash	Widen roadway, adding SB lane	0.5	2	3	Local	0	0	500,000	500,000
2014	QNC07-701	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway, adding WB lane	0.5	2	3	Private	0	0	900,000	900,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Queen Creek

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2014	QNC07-713	Ellsworth Rd: Rittenhouse Rd to Ellsworth Loop Rd	Widen roadway	0.5	2	4	Private	0	0	3,000,000	3,000,000

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Regionally Significant Highway Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Surprise

Fiscal Year:	ID#:	Location:	Type of Work:	Miles:	Lanes Before	Lanes After:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	SUR10-001	Reems Road between Waddell and Peoria	improvement and widening	1.0	4	6	Local	0	0	1,500,000	1,500,000

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Transit Section

Regionally Significant Transit Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Buckeye

Fiscal Year:	ID#:	Location:	Type of Work:	ALI:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2011	BKY10-805T	I-10/Jackrabbit	Construct regional park-and-ride (I-10/Jackrabbit Trail)	11.33.04	PTF	0	2,898,201	0	2,898,201

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Regionally Significant Transit Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Glendale

Fiscal Year:	ID#:	Location:	Type of Work:	ALI:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2012	GLN12-001T	Loop 101/Bell	Construct regional park-and-ride (Loop 101/Bell)	11.33.04	5309	2,459,762	614,940	0	3,074,702
2012	GLN12-812T	Grand/Glendale	Construct regional park-and-ride (Grand/Glendale)	11.33.04	5307	2,459,762	614,940	0	3,074,702

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Regionally Significant Transit Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Mesa

Fiscal Year:	ID#:	Location:	Type of Work:	ALI:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	MES10-809T	US60/Country Club	Construct regional park-and-ride (US60/Country Club)	11.33.04	5309	2,251,030	0	0	2,251,030

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Regionally Significant Transit Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Peoria

Fiscal Year:	ID#:	Location:	Type of Work:	ALI:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2012	PEO12-806T	Grand/Peoria	Construct regional park-and-ride (Grand/Peoria)	11.33.04	Local	0	0	3,074,702	3,074,702

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Regionally Significant Transit Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Phoenix

Fiscal Year:	ID#:	Location:	Type of Work:	ALI:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	PHX10-801T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1		Local	0	0	97,450,000	97,450,000

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Regionally Significant Transit Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Scottsdale

Fiscal Year:	ID#:	Location:	Type of Work:	ALI:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	SCT09-803T	Loop 101/Scottsdale Rd	Construct regional park-and-ride (Loop 101/Scottsdale)	11.33.04	5309	2,185,466	546,376	0	2,731,842

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Regionally Significant Transit Projects in the Draft FY 2010 - 2014 MAG TIP

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AGENCY: Valley Metro/Rail

Fiscal Year:	ID#:	Location:	Type of Work:	ALI:	Fund Type:	Federal Cost:	Regional Cost:	Local Cost:	Total Cost:
2010	VMR10-001T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	None	Local	0	0	14,407,000	14,407,000
2010	VMR10-626T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	13.23.01	PTF	0	21,133,000	67,406,000	88,539,000
2011	VMR11-832T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	PTF	0	7,300,000	0	7,300,000
2011	VMR11-705T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	13.23.01	PTF	0	10,786,000	40,644,000	51,430,000
2011	VMR11-827T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	13.23.01	PTF	0	6,000,000	0	6,000,000
2011	VMR11-831T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	PTF	0	4,400,000	0	4,400,000
2012	VMR12-839T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	13.23.01	PTF	0	12,400,000	29,700,000	42,100,000
2012	VMR12-841T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	13.23.01	5309	5,250,000	5,600,000	0	10,850,000
2012	VMR12-845T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	PTF	0	7,000,000	0	7,000,000
2012	VMR12-846T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	PTF	0	7,700,000	0	7,700,000
2012	VMR12-003T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction (Operation begins in 2013)	None	Local	0	0	7,600,000	7,600,000
2013	VMR13-925T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	2,529,026	632,256	0	3,161,282
2013	VMR13-933T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	12,984,843	19,937,620	0	32,922,463
2013	VMR13-936T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	14,250,000	14,250,000	0	28,500,000
2014	VMR14-011T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	None	CMAQ-Flex	3,000,000	750,000	0	3,750,000
2014	VMR14-003T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	None	CMAQ-Flex	8,000,000	2,000,000	0	10,000,000
2014	VMR14-004T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	None	5309	22,750,000	22,750,000	0	45,500,000
2014	VMR14-010T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	None	5309	13,500,000	24,850,000	0	38,350,000

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MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 30, 2009

SUBJECT:

Amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to Accept Funding from the Arizona Department of Environmental Quality for Developing a Roadmap for Greening Water Infrastructure

SUMMARY:

The Arizona Department of Environmental Quality has notified MAG that it would be awarded \$45,000 in stimulus funding from the American Recovery and Reinvestment Act of 2009 for water quality management planning. The funding would be used to conduct a workshop on green infrastructure for water and wastewater treatment plants focusing on Arizona issues and prepare a roadmap for greening water infrastructure. It is necessary to amend the FY 2010 MAG Unified Planning Work Program and Annual Budget to accept these funds.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the amendment to the FY 2010 MAG Unified Planning Work Program and Annual Budget to accept the funding from the Arizona Department of Environmental Quality would allow MAG to conduct a workshop and develop a roadmap for greening water infrastructure. This project would be useful to water/wastewater professionals, planners, businesses, and governments. Planning for low impact development may lead to resource conservation, water quality improvement, and lower costs.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This project would include a workshop on green infrastructure for water and wastewater treatment plants focusing on Arizona issues and the preparation of a roadmap for greening water infrastructure.

POLICY: Planning for low impact development may lead to resource conservation, water quality improvement, and lower costs.

ACTION NEEDED:

Recommend approval to amend the FY 2010 MAG Unified Planning Work Program and Annual Budget to accept \$45,000 from the Arizona Department of Environmental Quality for developing a roadmap for greening water infrastructure.

PRIOR COMMITTEE ACTIONS:

There are no prior committee actions on this item.

CONTACT PERSON:

Julie Hoffman, Environmental Planning Program Manager, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

June 30, 2009

SUBJECT:

Digital Aerial Photography Partnership with Central Arizona Association of Governments (CAAG)

SUMMARY:

In May 2009, the MAG Regional Council approved the FY 2010 Unified Planning Work Program and Annual Budget, which included \$40,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. This imagery is purchased on an annual basis and typically includes substantial portions of Pinal County. This year MAG has been approached by the Central Arizona Association of Governments (CAAG) to enter into a partnership to issue a single Invitation for Bids. Cost for the imagery purchased through the joint Invitation for Bids would be based on the area covered by the purchase. MAG and CAAG would receive the full imagery acquisition. CAAG's payment responsibility would be for the Pinal County portion of the imagery. As in past years, this photography will be made available at no charge to MAG member agencies, as well as to CAAG member agencies. The Management Committee is requested to recommend approval to amend the FY 2010 Unified Planning Work Program and Annual Budget for MAG to accept funds from CAAG for the Pinal County portion of the digital aerial photography.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: MAG will not be responsible for payment to vendor for the Pinal County portion of the entire imagery purchase.

CONS: There are none.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This would enable MAG to potentially obtain a larger area of aerial imagery.

POLICY: The digital aerial photography will be available at no extra cost for all member agencies to use.

ACTION NEEDED:

Recommend approval to amend the FY 2010 Unified Planning Work Program and Annual Budget for MAG to accept funds from the Central Arizona Association of Governments for the Pinal County portion of the digital aerial photography.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Rita Walton, Information Services Manager, (602) 254-6300

Agenda Item #5N

June 30, 2009

TO: Members of the MAG Management Committee

FROM: Heidi Pahl, MAG Regional Planner

SUBJECT: ANNEXATION REQUIREMENTS FOR CENSUS 2010

The 2010 Census is only nine months away. To prepare for this count, it is important that all jurisdictions be aware of the need to complete any **annexations** by **December 31, 2009**, and report those annexations to the U.S. Census Bureau by **March 1, 2010**, in order for population in the newly annexed area to be included in the jurisdiction's Census 2010 population.

The U.S. Census Bureau conducts the Boundary and Annexation Survey (BAS) annually to update information about the legal boundaries and names of all governmental units in the United States. The Census Bureau uses the boundary information collected in the BAS to tabulate data for various censuses and surveys, including the 2010 Census of Population and Housing. It is anticipated that all federally recognized tribal areas, governmental counties, and incorporated places will receive their 2010 BAS materials in the mail between October 1 and November 25, 2009.

Responses to the 2010 BAS must be received by the Census Bureau before March 1, 2010 to be included in the Census 2010. If a city or town has annexed land in recent years, but the Census Bureau does not know about the annexation by March 1, 2010, the population data from Census 2010 for that city or town could be under reported.

For more information about the annexation requirements for Census 2010, please contact me at (602) 254-6300.



bqaz Interstates 8 and 10 Hidden
Valley Transportation Framework
Study

<http://www.bqaz.org>

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Executive Summary

June 2009

AECOM

Wilson & Company, Inc.
Partners for Strategic Action, Inc.
Curtis Lueck & Associates
Lima and Associates



302 North First Avenue, Suite 300 • Phoenix, Arizona 85003 • Phone (602) 254-6300



Maricopa Association of Governments • Arizona Department of Transportation
• Maricopa County Department of Transportation • Pinal County Department
of Public Works • Town of Buckeye • City of Goodyear • City of Maricopa

Executive Summary Report

Project Background, Purpose and Objectives

The Interstates 8 and 10 Hidden Valley Transportation Framework Study is the second long-range planning study that the Maricopa Association of Governments (MAG) is conducting in rapidly developing areas surrounding present-day metropolitan Phoenix. The purpose of these studies is to initiate the transportation planning process in large areas that are expected to experience intense growth and development over the next 30 to 50 years.

The study area, which encompasses approximately 3,000 square miles (larger than the state of Delaware), is situated in Maricopa and Pinal counties. Its boundaries are generally the Gila River on the north, the I-8 corridor on the south, Overfield Road (east of I-10) on the east, and 459th Avenue in Maricopa County on the west. The Hidden Valley contains two Native American Indian communities, five wilderness areas, and the Sonoran Desert National Monument.

MAG and its partners are beginning broad-brush planning in advance of growth. The planning timeframes are 2030 and Buildout, which may occur after 2050. The table below shows the magnitude of expected growth. At Buildout, the Hidden Valley study area will have roughly two-thirds the population of Maricopa County today.

Completion of this study met the following objectives:

- Developed a conceptual network of transportation corridors for freeways, parkways, arterials, and

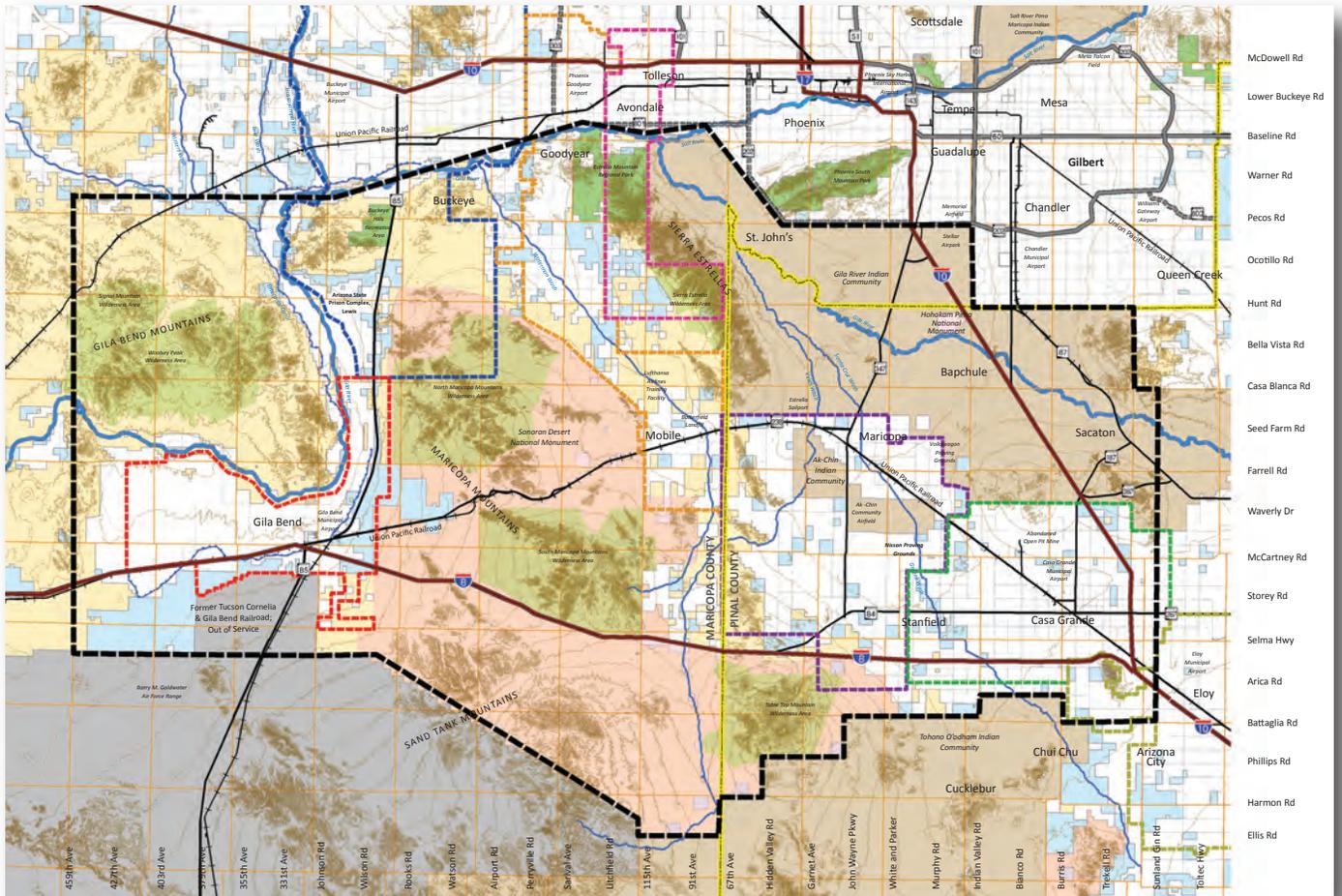
- public transit throughout the study area;
- Identified potential traffic interchange locations on I-8, I-10, and proposed freeways;
- Established access management strategies for high-capacity corridors to ensure safe and efficient operation of the roadways;
- Prepared a comprehensive set of maps illustrating the study area's natural and man-made environment.
- Integrated recommendations with results of the recently completed MAG Interstate 10 Hassayampa Valley Transportation Framework Study, which covered much of the area just north of the Hidden Valley study area;
- Determined logical phasing of major transportation improvements;
- Specified future corridors in which right-of-way should be preserved now; and
- Examined alternative funding strategies.



Date or Scenario	Population	Employment (Jobs)
Year 2005	90,000	49,000
Year 2030	448,000	224,000
Buildout (post-2050)	2,500,000	1,100,000

Source: MAG Study Team, 2009

Study Area Map



Recommended Framework

The recommended transportation framework for the Hidden Valley is illustrated on page 3. The network is multimodal, featuring expanded and new high-capacity roadway corridors to accommodate future travel demand, as well as transit corridors to facilitate travel to the major employment centers of Metropolitan Phoenix and Tucson and activity hubs in the Hidden Valley. The framework is designed to:

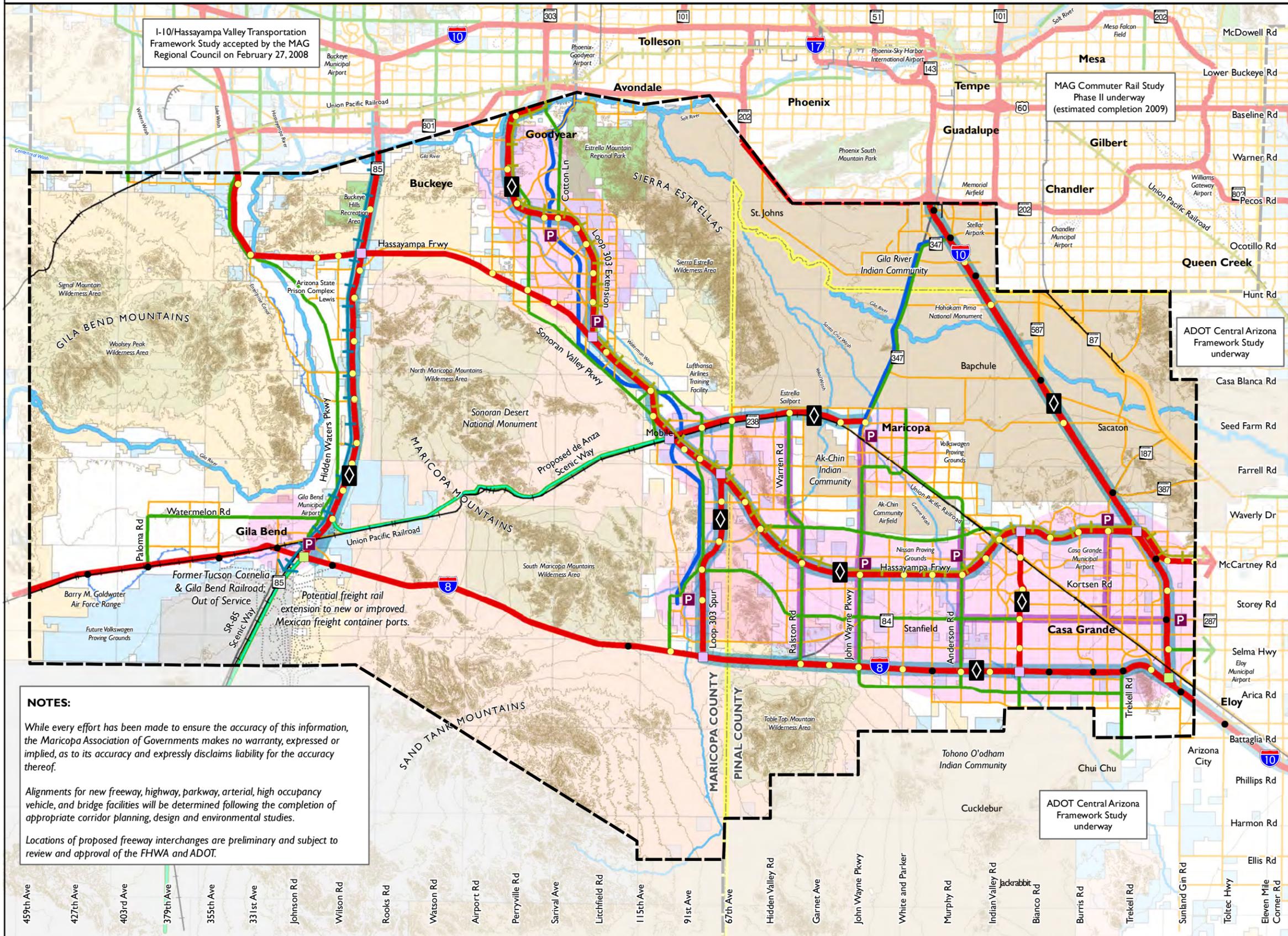
- Meet the long-range mobility needs of the Hidden Valley region, in a manner consistent with adopted transportation and land use plans.
- Introduce new travel corridors between existing and proposed communities in the Hidden Valley.

- Accommodate travel demand in a sustainable and environmentally responsible manner, using context-sensitive solutions such as grade-separated wildlife crossings and “scenic ways” across visually attractive landscapes.
- Lay the foundation for local and regional multimodal planning, including approximate locations of future transportation hubs, traffic interchanges, and park-and-ride facilities.
- Allow for phased implementation, depending on development timeframes and available funding streams, over a period extending 40 or more years into the future.
- Be consistent with the continuing planning efforts of Native American communities within the Hidden Valley by avoiding known cultural resources and



I-8/I-10 Hidden Valley Transportation Framework Study

Recommended Framework



- Legend**
- Study Area Boundary
 - Existing Railroad
 - Proposed Hidden Valley Network**
 - Arterial
 - Arizona Parkway
 - Arizona Scenic Way
 - Improved/Proposed Freeway
 - Proposed Freight Railroad
 - Safety and Operational Improvements Corridor
 - Existing Traffic Interchange
 - Proposed Traffic Interchange
 - Existing or Programmed System Interchange
 - Proposed System Interchange
 - Proposed Transit Network**
 - Freeway Transit Corridor
 - Parkway Bus Transit Corridor
 - Potential Commuter Rail
 - Enhanced Transit Corridor
 - Potential Local Transit Service Area (including service to support regional transit)
 - Potential Park-n-Ride
 - High Occupancy Vehicle (HOV) Lane

I-10/Hassayampa Valley Transportation Framework Study accepted by the MAG Regional Council on February 27, 2008

MAG Commuter Rail Study Phase II underway (estimated completion 2009)

ADOT Central Arizona Framework Study underway

ADOT Central Arizona Framework Study underway

NOTES:

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

Alignments for new freeway, highway, parkway, arterial, high occupancy vehicle, and bridge facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.

Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.

Note: This proposed network is for a buildout scenario.



- identifying transportation improvements on tribal lands that protect and enhance the goals of their communities.
- Provide seamless highway and transit links with adjacent regions.

The network includes several new freeways and parkways, and identifies approximate locations of arterials. All of the framework routes should be viewed as generalized corridors, not specific alignments. Specific locations for roadway and transit facilities will be established in future planning and design studies. While all recommendations on tribal lands have been informally agreed upon, such improvements are contingent upon formal acceptance by both the Ak-Chin and GRIC tribal councils.

The roadway network contains approximately 1,960 lane miles of freeways, 1,703 lane miles of parkways, and 3,668 lane miles of arterials. Freeways are fully access-controlled and have four to five lanes per direction at Buildout. Arizona Parkways are intermediate- capacity, six- to eight-lane divided roadways with partial access control and indirect left turns permitted at major intersections. Parkway facilities are generally spaced every three to five miles. The background network of arterial streets would accommodate shorter trips in and between Hidden Valley communities. A series of interchanges is illustrated on the map. FHWA, ADOT, MAG, and CAAG are working to set a minimum spacing of two miles between interchanges on Interstate highways, except where closer spacing already exists or was previously approved. (The minimum spacing from the nearest freeway-to-freeway or “system” interchange is three miles.) Existing or proposed traffic interchanges refer to freeway-to-arterial or freeway-to-parkway access points. System interchanges refer to freeway-to-freeway ramp systems.

A synopsis of additional features follows:

- Two scenic ways are proposed, reflecting a parkway cross-section with enhanced wildlife crossing corridors. These roadways can also provide accessibility for recreational opportunities.
- High occupancy vehicle lanes are identified on those freeways that connect communities to major employment centers.
- Freeway transit and parkway bus transit corridors

are proposed to connect major activity centers, with potential park-and-ride facilities identified on the map.

- Communities would offer local bus transit and paratransit services.
- Two enhanced transit corridors are illustrated. The City of Goodyear has proposed an enhanced transit corridor to connect the multiple Goodyear city centers along a north- south transit spine. The City of Maricopa has proposed an enhanced transit corridor along SR-347 to provide a rapid transit connection to freeway transit along I-10.
- A potential route for future commuter rail service is illustrated. This service could connect with a potential system serving central Phoenix.
- A proposed freight rail route is depicted in the western portion of the study area, connecting two Union Pacific lines, one near Gila Bend and another in Buckeye. This could extend farther north to the BNSF Railway parallel to US-60/Grand Avenue.

Coordination and Outreach

The Interstates 8 and 10 Hidden Valley Transportation Framework Study included an agency coordination and community outreach program throughout the project. Approximately 200 meetings were conducted with public agency staff, elected officials, and a wide range of private stakeholders, such as landowners and developers. All of these public and private stakeholders were invited to participate in several forums. Over 100 people, including several elected officials, attended each event. MAG also conducted two sets of community workshops to present the study findings to the general public.

The MAG team supplemented these meetings with three newsletters and a special web page, <http://www.bqaz.org>, linked to the MAG website. The stakeholder team included:

Funding Partners:

- Maricopa Association of Governments
- Arizona Department of Transportation
- Maricopa County Department of Transportation
- Pinal County Department of Public Works
- Town of Buckeye
- City of Goodyear
- City of Maricopa

Contributing Partners:

- Central Arizona Association of Governments
- City of Casa Grande

Study Review Team:

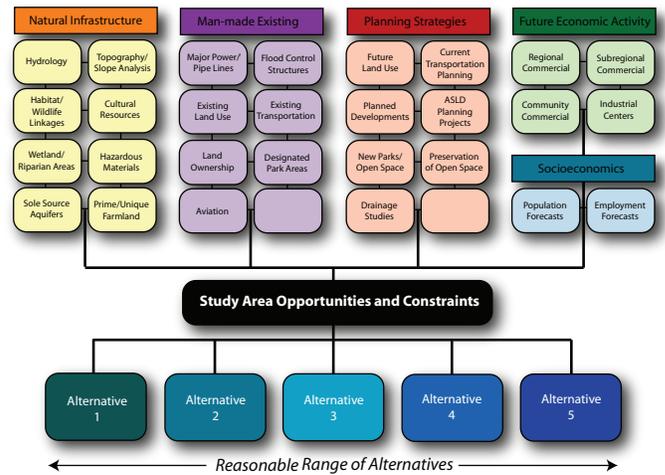
- Ak-Chin Indian Community
- Arizona Department of Environmental Quality
- Arizona Department of Transportation
- Arizona Game and Fish Department
- Arizona State Land Department
- Central Arizona Association of Governments
- City of Avondale
- City of Casa Grande
- City of Goodyear
- City of Eloy
- City of Maricopa
- Federal Highway Administration
- Flood Control District of Maricopa County
- Gila River Indian Community
- Maricopa Association of Governments
- Maricopa County Department of Transportation
- Pinal County Department of Public Works
- Tohono O’odham Indian Community
- Town of Buckeye
- Town of Gila Bend
- U.S. Air Force (Luke Air Force Base and Goldwater Range)
- U.S. Bureau of Land Management

Environmental Scan and Development Suitability Analysis

An environmental scan, like an environmental overview at a corridor level, assists in identifying critical flaws of transportation alternatives. An environmental scan of more than 35 maps was created to display the existing conditions of the Hidden Valley. The scan included a review of the social, environmental, physical, and economic environment of the study area. It is especially useful for providing background information at a glance to stakeholders and the community.

Upon completion of the scan, a development suitability analysis was conducted by combining natural and man-made opportunities on two maps, which were used to develop regional transportation network alternatives for the Hidden Valley study area.

Development Suitability Analysis Process



Arizona Parkway Functional Classification

The Arizona Parkway is a new roadway functional classification, proposed in the Hassayampa Valley study and further studied by the Maricopa County Department of Transportation. This facility type has an excellent record of providing capacity up to double that of a conventional arterial, at a fraction of the cost of a freeway.

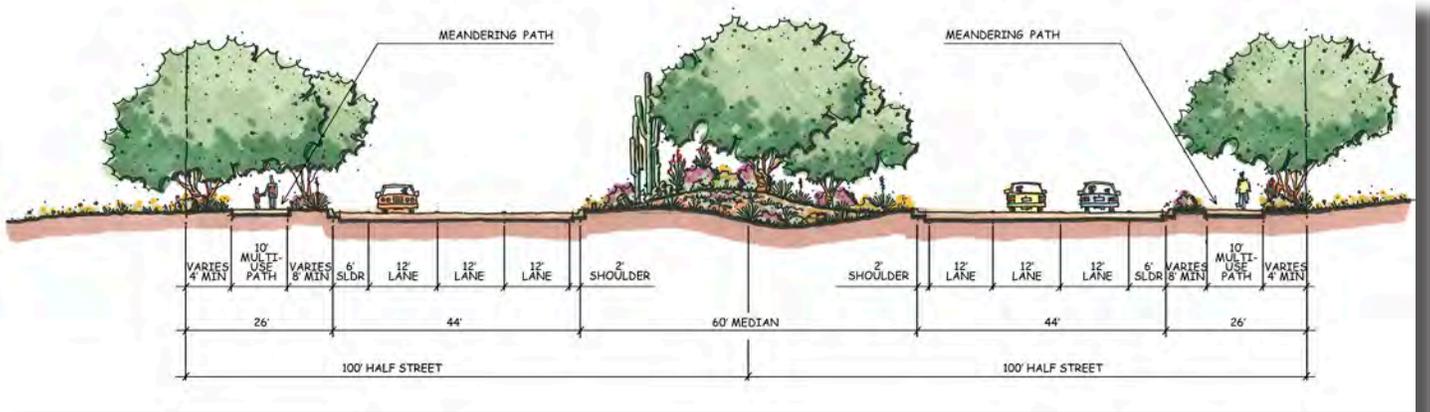
Parkways include: six- to eight-lane divided roadways, more access management than a typical arterial roadway, right-of-way of at least 200 feet, and minimum 60-foot median to accommodate storage for indirect left turns and large vehicle turning radii.

A unique intersection design feature that greatly increases parkway capacity is the “indirect left turn.”



Aerial view of parkway in the state of Michigan

Arizona Parkway Cross-Section



Traditional left turns are not permitted at intersections, resulting in a two-phase signal cycle that improves traffic operations and safety. At high-volume junctions between two parkways, grade-separated intersections may be provided.

Key advantages of this type of roadway over a typical arterial include: higher vehicle capacity, faster travel times, better gas mileage due to fewer stops and less idling at intersections, and less potential for accidents at intersections due to elimination of left turns.

Following the preliminary recommendations of the Hassayampa Valley Framework Study, the Maricopa County Department of Transportation led several studies to identify the operation and construction of the Arizona Parkway cross-section. Please find these studies and additional information at: <http://www.bqaz.org/azparkway/index.asp>

Wildlife Crossings

The Arizona Wildlife Linkages Workgroup, a partnership of public agencies and non-governmental organizations, completed a study known as *Arizona's Wildlife Linkages Assessment* in 2006. The assessment documented and mapped initial work to identify habitat blocks, fracture zones, and potential linkage zones, in an effort to promote connectivity of habitat for Arizona's wildlife. The assessment is intended to provide a framework for land managers and planners to assess opportunities for mitigation, such as wildlife crossings and land protection measures.

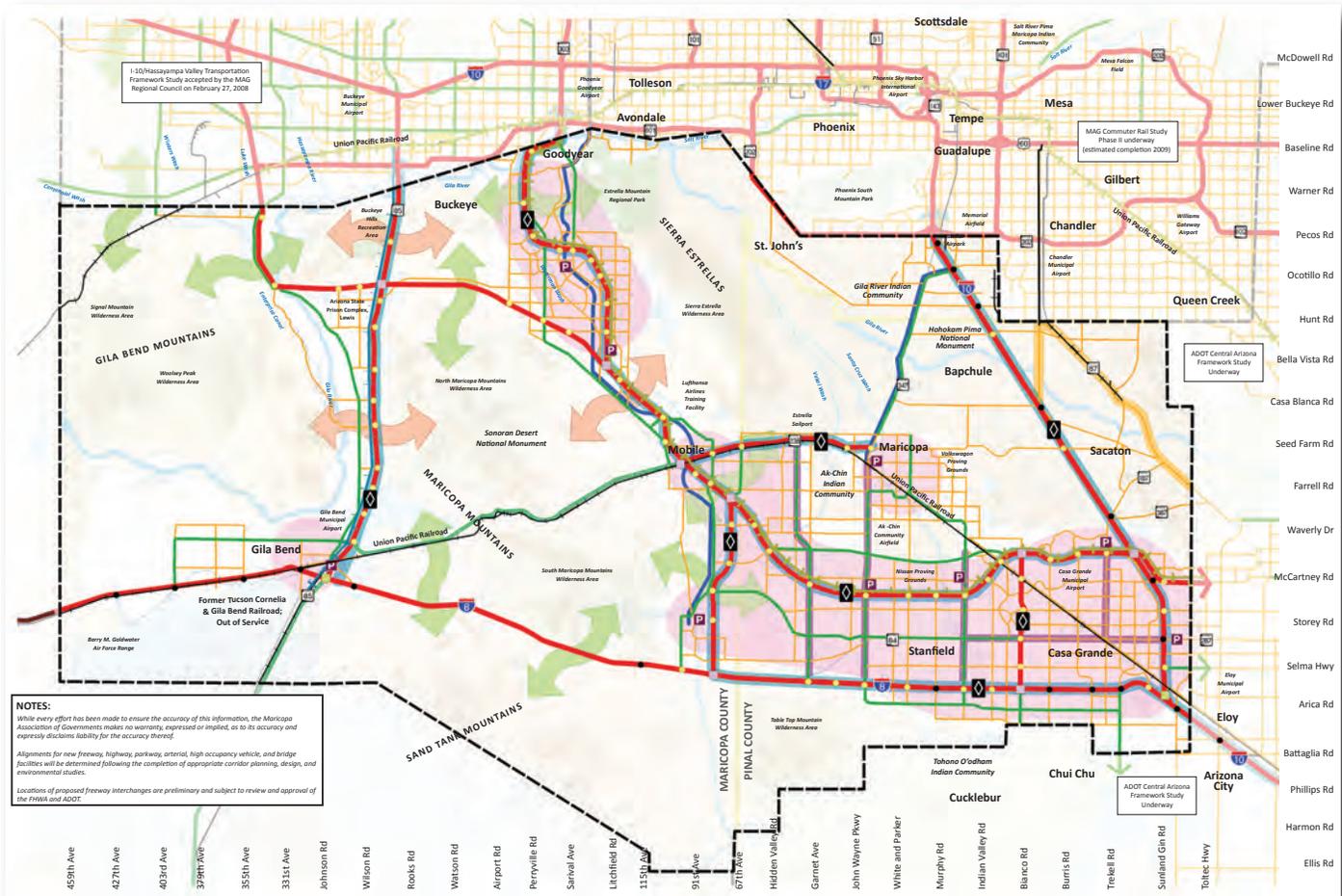
Concrete ramp for tortoise crossing near US-60 (right)

Mitigation measures are important for two reasons. The first reason is human safety. As our infrastructure expands into more rural areas, we are moving into the wildlife habitat, increasing the chances of wildlife-vehicle collisions. Secondly, wildlife crossings reduce the adverse effects of roads, decreasing wildlife mortality.

A follow-on program to the Arizona's Wildlife Linkages Assessment, the *Arizona Missing Linkages* assesses specific regions to determine these wildlife crossing needs. The Gila Bend-Sierra Estrella Linkage Design identifies the two most important linkages in the study area – the connection across SR-85 between the Gila Bend Mountains and the Sonoran Desert National Monument, and the connection across the proposed Hassayampa Freeway between the Sonoran Desert National Monument and the Sierra Estrella Wilderness Area. Both of these areas include a range of species size for which wildlife crossings should include appropriate infrastructure.



Arizona Wildlife and Missing Linkages



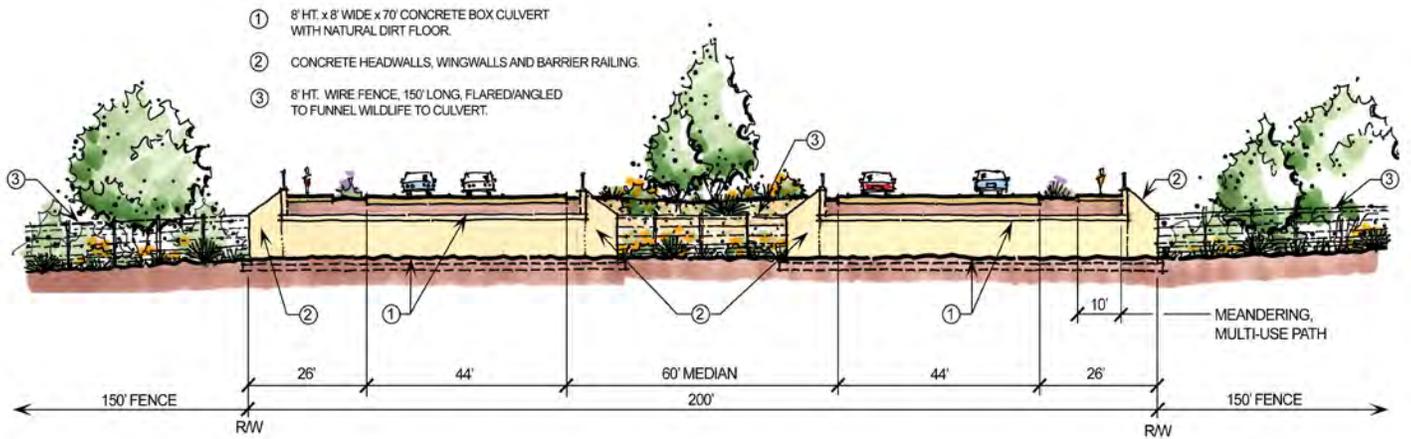
Several wildlife crossings are planned or exist in Arizona and offer examples of alternative mitigation measures. For example, to accommodate desert bighorn sheep on US-93, three wildlife bridges will be constructed over the highway, to appeal to the sheep's desire to be up high. On the other hand, eleven underpasses were constructed on a 17-mile section of SR-260 between Payson and Show Low, permitting elk to cross the highway after over 100 documented wildlife-vehicle collisions in 2001. Mitigation measures included elk crossing signs along SR-260 between Payson and Show Low and pedestrian-wildlife underpasses with monitoring equipment. Since implementation of these crossings on SR-260, elk-vehicle collisions have fallen as much as 95 percent. Near Superior along the Gonzales Pass segment of US-60, concrete ramps have been constructed at the entrance of each culvert to help tortoises avoid slipping between the

riprap entrances to culverts. The ramp guarantees the animals a pathway up to and into the culvert.



Example elk underpass on SR-260

Arizona Parkway Sample Wildlife Crossing for Large Mammal: Cross-Section



Arizona Parkway Sample Wildlife Crossing for Large Mammal: Elevation



A bridge or box culvert with a large opening attracts larger species, whereas low pipe or box culverts with smaller openings are more attractive to small and medium animals. In both situations, fencing is necessary to guide the animals into the crossing, and not over the road.

The cross-section presented above can easily be adapted to a freeway or arterial by varying the dimensions of the culvert opening in relation to the roadway width. Additionally, depending on the animal size, the box culvert can be replaced with a pipe culvert or other appropriate pathway, which may use an overpass rather than an underpass.

Protection of significant wildlife crossings is an important element of this study. Appropriate mitigation measures should be included in future design of the recommended roadways, especially scenic ways.



Artist rendition of a bighorn sheep crossing over US-93

Relationship to Statewide Transportation Planning Framework

The Arizona State Transportation Board has undertaken a statewide collaborative process to identify Arizona’s multimodal transportation needs and a range of options to meet them. It is the first statewide transportation planning effort in Arizona to address truly long-range needs (2030 and 2050); the first to consider all roadways and transit on an equal footing; the first to include city and county, as well as state systems; and the first to fully integrate principles of smart growth, environmental stewardship, and tribal participation. It will also include a rail development program and investment strategy for the state.

ADOT’s program has applied the concept of a framework study statewide. For Maricopa County and a portion of Pinal, the Hidden Valley study, the I-10 Hassayampa Valley Regional Transportation Framework, and the update of the MAG RTP provide the basis for the future transportation network. In Pima County, ADOT will incorporate the update of the PAG RTP. ADOT has split the rest of the state into four regions – Northern Arizona, Western Arizona, Central Arizona, and Eastern Arizona. The Hidden Valley recommended network is fully integrated with its adjacent study area, the Central Arizona Framework, which encompasses the rest of Pinal County.

In summer 2009, ADOT and its regional partners will use the information developed to create a Statewide Transportation Planning Framework, which will lead to the updated State Long-Range Transportation Plan.

System Funding

Building the recommended roadway network in the study area will cost over \$25 billion in today’s dollars. These roadway projects are not funded or included in the adopted Regional Transportation Plans. The study team identified various transportation revenue sources in use today by study area jurisdictions, including the Highway User Revenue Fund (HURF) (primarily the state fuel tax), the Regional Area Road

Framework Planning Regions



Fund (RARF) which comes from the voter-approved half-cent sales tax in Maricopa County, and the Pinal County Transportation Excise Tax extended to 2025 in Pinal County. The HURF has been declining in real terms for almost twenty years, and the RARF and the Pinal County tax expire in 2025. Accordingly, these sources cannot be relied on for the proposed Hidden Valley framework. We need to identify and commit a new array of funding sources to build the network. Funding will also be needed for continuing operation and maintenance once construction is complete.

There are no easy solutions to this funding predicament, as the sources that generate the most revenue will likely be the most difficult to enact. Even though the conceptual network is a long-term vision, we should begin to think now about how to overcome the funding shortfall.



Potential Implementation Timeframe

Corridor	Segment	Corridor/ Preliminary Alignment Study	Right-of-Way Preservation	Facility Level of Development*	
				Interim (2030)	Buildout
Freeway					
I-8	I-10 to SR-347	N/A	2010-2015 (for new TIs)	6 lanes (general purpose)	10 lanes, including 2 HOV, and new TIs
	West of SR-347			4 lanes (existing)	10 lanes, including 2 HOV, and new TIs
I-10**	SR-202L to I-8	N/A	2010-2015 (for new TIs)	6 lanes (general purpose)	10 lanes, including 2 HOV, and new TIs
SR-85	I-8 to I-10	Complete	Complete	4 lanes (general purpose)	8 lanes, including 2 HOV
SR-303L Extension	I-10 to Rainbow Valley Rd	2010-2015	2010-2020	6 lanes (general purpose)	8 lanes, including 2 HOV
	Rainbow Valley Rd to Hassayampa Fwy	2010-2020	2015-2020	4 lanes (general purpose)	8 lanes, including 2 HOV
SR-303 Spur	Hassayampa Fwy to I-8	2010-2020	2015-2020	6-lane parkway	8 lanes, including 2 HOV
Hassayampa Fwy	I-10 (Casa Grande) to I-10 (Buckeye)	2010-2015	2010-2020	6 lanes (general purpose)	8 lanes, including 2 HOV
SR-238	Hassayampa Fwy to SR-347	2010-2015	2015-2020	4 lanes (general purpose)	8 lanes, including 2 HOV
Montgomery Fwy	I-8 to Hassayampa Fwy	2020-2025	2020-2030	4 lanes (general purpose)	8 lanes, including 2 HOV
Parkway					
SR-347** ^H	I-10 to Maricopa-CG Hwy	N/A	2010-2020	6 lanes	6 lanes
	Farrell Rd to I-8		2010-2020	4 lanes	8 lanes
Sonoran Valley ^H	SR-238 to SR-303L	2010-2015	2010-2020	4 lanes	6 lanes
Warren-Ralston ^H	I-8 to SR-238	2010-2015	2010-2020	4 lanes	8 lanes
Anderson ^H	SR-84 to Maricopa-CG Hwy	2010-2015	2010-2020	4 lanes	8 lanes
Anderson ^M	I-8 to SR-84	2015-2020	2015-2025	4 lanes	6 lanes
Cotton Ln ^H	SR-303L to SR-303L	2010-2015	2010-2020	4 lanes	6 lanes
Kortsen/SR-84/SR- 287 ^M	Montgomery to SR-303 Spur	2015-2020	2015-2025	4 lanes	6 lanes
Maricopa-CG Hwy ^M	All (parkway portion)	2010-2020	2015-2025	6 lanes	6 lanes
Farrell ^M	All (parkway portion)	2010-2020	2015-2025	4 lanes	6 lanes
Val Vista ^M	Hassayampa Fwy to Hassayampa Fwy	2010-2020	2015-2025	4 lanes	6 lanes
Selma Hwy ^M	East of I-10	2010-2020	2015-2025	6 lanes	6 lanes
Trekell ^M	South of I-8	2010-2020	2015-2025	4 lanes	6 lanes
Vekol Valley ^M	I-8 to Hassayampa Fwy	2010-2020	2015-2025	4 lanes	6 lanes
Hidden Waters ^L	Gila Bend to I-10	2010-2015	2010-2020	2-lane arterial	6 lanes
Tabletop ^L	SR-347 to Trekell	2015-2025	2020-2030	4-lane arterial	6 lanes
Watermelon/ Paloma ^L	I-8 to Hidden Waters	2015-2025	2020-2030	2-lane arterial	8 lanes

Potential Implementation Timeframe (cont.)

Corridor	Segment	Corridor/ Preliminary Alignment Study	Right-of-Way Preservation	Facility Level of Development*	
				Interim (2030)	Buildout
Parkway (cont.)					
SR-85 Scenic Way	South of I-8	N/A	Post 2030	2-lane arterial (no change)	4-lane scenic way
De Anza Scenic Way	SR-238 to SR-85	N/A	Post 2030	2-lane arterial (no change)	4-lane scenic way
Regional Transit					
Passenger Rail	Queen Creek-Eloy (UP Phoenix Subdivision)	2010-2015	2010-2020	Peak period service	Full service
	SR-303L/Hassayampa Fwy corridor	In conjunction with Hassayampa Fwy studies	2015-2025	Limited or no service	Full service
Regional Bus	All	N/A	N/A	Based on demand	Based on demand

*Refers to total lanes in both directions.

**All transportation improvements on tribal community land require advance authorization from the tribal governing council.

Parkway priorities: ^HHigh ^MMedium ^LLow

Source: MAG Study Team, 2009



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June 30, 2009

TO: Management Committee

FROM: Jason Stephens, Public Involvement Planner

SUBJECT: TRANSPORTATION PUBLIC INVOLVEMENT REPORT

This report is designed to provide an update regarding the ongoing public involvement process for MAG transportation plans and programs in Fiscal Year 2009. Included in this process were a variety of special events and small group presentations, as well as e-mail, telephone and Web site correspondence. The process also included a transportation public hearing hosted on June 18, 2009, in cooperation with the Arizona Department of Transportation, Valley Metro, METRO and the City of Phoenix Public Transit Department. The public hearing was advertised through a press release, public notice, display advertisements in English and Spanish, and a targeted mailing. A court reporter was in attendance and the transcript of the hearing is attached. Also attached is a list of public comments made at the hearing accompanied by formal responses from staff.

In the past, staff provided a presentation in April detailing the public involvement process for updates to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). However, due to a variety of factors, changes to the planning and programming schedules were required. These changes affected the timing and manner in which MAG conducted its FY 2009 public input process. MAG public involvement staff continues to participate in large special events and make small group presentations throughout the Valley to inform and obtain input. Attached is a list of the events and presentations MAG has participated in during Fiscal Year 2009. Also included is a summary of comments/questions/suggestions received during each event and presentation. These comments were answered by staff at the event or responded to after the event via e-mail, telephone or written correspondence.

If you have questions or comments, please contact Jason Stephens at (602) 452-5004 or via e-mail at jstephens@mag.maricopa.gov.

FY 2009

TPAR

Transportation Public Involvement Report

June 30, 2009



Maricopa Association of Governments (MAG)

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E-mail: jstephens@mag.maricopa.gov

Contact Person: Jason C. Stephens

Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. MAG also partners with the Arizona Department of Transportation (ADOT), Valley Metro, METRO (light rail) and the City of Phoenix Public Transit Department to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation guidelines known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

It is important to note that the public involvement process is tied to the planning and programming process. If there are changes in the planning and programming cycles, there will be changes to the public involvement phases. Due to a variety of factors, these cycles have changed for FY 2009 and may not follow the phases outlined in the adopted MAG Public Participation Plan. However, MAG continued to conduct a proactive, inclusive public outreach process and will look to update its Public Participation Plan to reflect any changes when the new cycles have been determined.

Where possible, ADOT, Valley Metro, METRO and the City of Phoenix Public Transit Department participated with MAG in its public outreach efforts.

INPUT OPPORTUNITIES

Various forums for input were used during the FY 2009 public involvement process. In addition to all of the committee meetings held during the fiscal year, MAG also received comment during a variety of events/meetings. The fiscal year culminated in a Transportation Public Hearing hosted by MAG in cooperation with the Arizona Department of Transportation, Valley Metro, METRO and the City of Phoenix Public Transit Department. A court reporter was in attendance to record public comment. A transcript of the hearing is included in this report. MAG also received comments via the Web site, e-mail and through telephone correspondence. Written responses to comments made during the public hearing are included in this report.

EVENTS

Fiscal year 2009 public meetings and events were held to provide input opportunities for residents in the MAG region. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. Events and presentations were done in cooperation with the Arizona Department of Transportation, Valley Metro and METRO where possible. Many of the group presentations were a result of the efforts of MAG's Disability Outreach Associate working with the disability community to increase awareness of MAG and to foster participation of the community in the planning and programming process.

Special events

Martin Luther King Day Festival
Scottsdale Area Association of Realtors Expo
Hispanic Women's Conference
Independent Living Summit
Arizona Disability Expo
National Federation of the Blind of Arizona Statewide Conference
Latino Institute events (four events)
Tempe Tardeada
Chicanos Por La Causa Spanish Language Business Expo
One Stop Over the Top Community Health and Information Fair
John F. Long Community Information Fair
Scottsdale Hispanic Heritage Festival
EarthFest
Governor's Council on Developmental Disabilities Legislative Awareness Day
Traumatic Brain Injury Sufferer's Conference
Latino Institute Back to School and Health Fair

Group presentations

United Cerebral Palsy group
National Federation of the Blind of Arizona Statewide Conference
Compass All Disabilities
Traumatic Brain Injury and Stroke Survivor Caregiver's group
Brainstorm Brain Injury support group
Tempe Brain Injury Survivors group
Mild Brain Injury support group
Myositis Support group
Families of Brain Injury Survivors group
Arizona Bridge to Independent Living (two presentations)
Foundation for Blind Children (two presentations)
STAR (Staying Together and Recover)

All of these public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials, such as large print, Braille, and FM/Infrared Listening Devices, were available upon request.

SUMMARY OF INPUT

A summary of input received during fiscal year 2009 is listed below. Each question/comment was answered either at the event/meeting or responded to after the event/meeting via e-mail, telephone, in person or written correspondence.

- ▶ Which proposition number are we in now?
- ▶ How long does it take to ride the light rail?
- ▶ Where is the first extension of the light rail going to go?
- ▶ Do you have to pay both ways or does an all day pass cover a two-way trip?
- ▶ How does the people mover work?
- ▶ Is there an alternative to Dial-a-Ride that would take passengers to the door?
- ▶ What were the other recommendations for the Regional Dial-a-Ride program?
- ▶ Is there a free pass for the light rail and the bus from Dial-a-Ride?
- ▶ How long does a full ride on the light rail take?
- ▶ Can you take scooters onto the light rail?
- ▶ How many persons have attended the training at the Arizona Bridge to Independent Living (ABIL)?
- ▶ Are the park-and-ride sites safe?
- ▶ Do they have any transit in Apache Junction?
- ▶ Are they ever going to bring light rail out to Power Road?
- ▶ What do people who live within the county island to do about transportation?
- ▶ How much is the all-day pass for seniors?
- ▶ Are the fares going up soon?
- ▶ Where do you buy the tickets?
- ▶ How do you get your tickets if you buy them online?
- ▶ Where is the park-and-ride near Superstition Springs Mall?
- ▶ Are they going to cut Dial-a-Ride service to Red Mountain Senior Center?
- ▶ Is bus service to the Red Mountain Senior Center going to be cut?
- ▶ What is the easiest way to get to the airport using light rail?
- ▶ What about all of the accidents that have happened with the light rail?
- ▶ The new light rail is very comfortable.
- ▶ Where are the fare vending machines for the light rail?
- ▶ If I buy a pass for the link, can I use it for the light rail?
- ▶ There is no place for people to sit at bus stops in Mesa, so will the double-long buses really be cost effective?

- ▶ How much is Arizona going to get for stimulus funds?
- ▶ Does Valley Metro have any plans to expand the Buzz to go to banks or grocery stores or shopping centers?
- ▶ How do MAG and ADOT interface?
- ▶ Is MAG looking for funds from the Stimulus Bill?
- ▶ How do you get signed up for Dial-a-Ride Service?
- ▶ MAG should be expanded to cover statewide planning.
- ▶ Do you have to be certified as having a disability to use Dial-a-Ride?
- ▶ How can Dial-a-Ride legally ask whether you have a disability?
- ▶ Is there any way to store a wheelchair on the light rail?
- ▶ Can you use a debit or credit card on light rail?
- ▶ Are there restrooms at light rail stations?
- ▶ Are there plans to extend the light rail?
- ▶ What is the status of the proposed increase in transit fares?
- ▶ How will persons with disabilities be able to get seats on the light rail train if there is no driver to request passengers to offer them a seat?
- ▶ It was suggested there be a yearly pass for just local buses in each city to cut down costs of sending out monthly passes. What might a yearly pass cost?
- ▶ There is very much enthusiasm for the new light rail!
- ▶ I have great concern about increased fares and decreased hours of bus service in very early mornings and late nights because some people need service at those hours to get to and from jobs.
- ▶ I'm am concerned about crossing from the light rail platform to the public sidewalk.
- ▶ Where can persons with disabilities get half fare I.D. cards?
- ▶ They (cities and Valley Metro) shouldn't be cutting Saturday bus service to Sunday schedules.
- ▶ How do you get a bus route east of Power Road in Mesa?
- ▶ What is the difference between Valley Metro and STS (Special Transportation Services) Program?
- ▶ Bus stops should be more convenient.
- ▶ What is difference between carpooling and vanpooling?
- ▶ How can we better coordinate the bus system and people needing buses?
- ▶ How does Dial-a-Ride work?
- ▶ Is there a discount for persons with disabilities for the light rail service?
- ▶ Where does light rail service start?
- ▶ What is the best way to plan a trip?
- ▶ Are there provisions for helping people after they get off the bus?
- ▶ Can you stay on the bus all day long?
- ▶ Are there tie-downs on the light rail train?
- ▶ Are there areas for bicycles on the light rail route?
- ▶ Do you have to have exact change for the bus or rail?
- ▶ How do you get tickets for the light rail?
- ▶ How do you provide proof for eligibility for certification for a reduced fare card?
- ▶ Where in Mesa can you get a photo for the half-fare card?

- ▶ Driver needs to give the ticket to the passenger right when they get on the bus.
- ▶ Where do you get tickets to get on the rail?
- ▶ Need more spaces for bikes on buses.
- ▶ Are the old bus tickets valid?
- ▶ Who pays for the electricity for the light rail?
- ▶ How fast does the light rail travel?
- ▶ Do they charge to park at the park and rides?
- ▶ Does the light rail turn around?
- ▶ What service cuts will there be in Phoenix?
- ▶ How often will the light rail trains run?
- ▶ Can you catch a bus from Metro to the light rail?
- ▶ Is the light rail ever going to go west?
- ▶ Is there a park-and-ride service?
- ▶ What is the region (MAG and Valley Metro staff often reference the MAG region) you are talking about?
- ▶ When is Tempe going to expand "Orbit" service?
- ▶ How can I get a discount fare card?
- ▶ What is the Valley Metro telephone number?
- ▶ Will there be rail buddies?
- ▶ How much time will people have to get off the light rail?
- ▶ Will the stops be clearly announced inside the train?
- ▶ Will the stations be secure and safe?
- ▶ Would buying a monthly pass be cheaper to purchase?
- ▶ Is there going to be service on Gilbert Road and Germann in Gilbert?
- ▶ Does Peoria have any circulators?
- ▶ Does Chandler have a circulator?
- ▶ Is the "Orbit" going south of the 60 highway?
- ▶ Why do you have to flag down the circulators?
- ▶ Some bus drivers pass blind persons by.
- ▶ Is the Braille signage on the light rail station in contracted or uncontracted Braille?
- ▶ Will the Phoenix monthly ADA pass work on light rail?
- ▶ The bus schedule on the Valley Metro Web site is not accessible for blind persons using screen-reading software.
- ▶ The Web site needs to be made accessible to blind users.
- ▶ How are the costs for the vanpools determined for each rider?
- ▶ Can you buy the three-day pass on the bus or rail?
- ▶ If you buy the pass online, do you print the pass out or do they mail it?
- ▶ How much time do you have to exit the light rail train?
- ▶ Are there different doors for people getting on the train and other doors for people getting off the trains?
- ▶ Is there a driver of the light rail?

- ▶ Is there security on the trains?
- ▶ How do you know what section of the rail to get on?
- ▶ Will the doors make noise when they open?
- ▶ Will the buses and trains announce themselves when they approach the stop?
- ▶ When is the light rail going to be extended?
- ▶ They should have stopped transit service later than 11:00 p.m. because many people are getting off from work at 11:00 p.m.
- ▶ Are they getting rid of the Red Line?
- ▶ How long will the light rail be free of charge?
- ▶ How many routes does the light rail have now?
- ▶ Is the light rail going to Gilbert?
- ▶ Are they cutting back on the frequency of bus service?
- ▶ Do you know of a resource for getting bus schedules in Braille?
- ▶ Who can I contact to get individual bus routes in Braille?
- ▶ May I get the Dial-a-Ride policies in Braille?
- ▶ How often are bus drivers trained on disability awareness?
- ▶ Are there plans for light rail out to Chandler?
- ▶ How do you get a pass for the light rail?
- ▶ What are eligible high-capacity corridors?
- ▶ Why didn't they put light rail down through 101 or 202?
- ▶ Is there a long-term plan for rail between Flagstaff, Casa Grande, or Tucson?
- ▶ How difficult is it to transfer between bus and rail?
- ▶ How many stops are there between Mesa and downtown Phoenix on the light rail?
- ▶ How do you identify a person with a disability if they do not have a visible disability?
- ▶ Where can we get Valley Metro ADA cards?
- ▶ Is there any security plan for the light rail for people with disabilities?
- ▶ How difficult is it to add a stop or extend the run on the light rail?
- ▶ Does Dial-a-Ride hook into the light rail system?
- ▶ Will light rail be extended into Glendale?
- ▶ There is no public transit in Peoria. What is being done about this?
- ▶ I cannot get to transit meetings because there is no transit.
- ▶ I had to wait a very long time for a Dial-a-Ride van recently.
- ▶ East Valley Dial-a-Ride seems to work better than West Valley Dial-a-Ride. Why is that?
- ▶ How come there wasn't more than 32 percent transit put into the new plan?
- ▶ Why do they build new roads in the middle of nowhere, then not put any public transit on those roads?
- ▶ Why don't they just put all the lanes in at once on a freeway? Why do they come back and tear it all up?

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) continues to emphasize public involvement in the metropolitan transportation planning process that existed under the previous legislation known as Transportation Equity Act for the 21st Century (TEA-21). The intent of SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

In December 2006, the Maricopa Association of Governments (MAG) Regional Council adopted a public participation plan outlining the public involvement process for receiving public

The MAG process for public involvement receives public opinion in accordance with federal requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process.

opinion, comment and suggestions on transportation planning and programming in the MAG region, in accordance with federal requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process, as defined in the MAG Public Participation Plan, is divided into four phases: Early Phase, Mid-Phase, Final Phase and continuous involvement. The Early Phase meetings are designed to ensure early involvement of the public in the development of these plans and programs; the Mid-Phase process is for input on initial plan analysis for the TIP and Plan, and the Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis. Continuous involvement is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

It is important to note that the public involvement process is tied to the planning and programming process. If there are changes in the planning and programming cycles, there will be changes to the public involvement phases. Due to a variety of factors, these cycles have changed for FY 2009 and may not follow the phases outlined in the adopted MAG Public Participation Plan. However, MAG continued to conduct a proactive, inclusive public outreach process and will look to update its Public Participation Plan to reflect any changes when the new cycles have been determined.

MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public involvement in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and SAFETEA-LU and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the Transportation Improvement Program (TIP) and Regional Transportation Plan (Plan).

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999, and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (STIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined. (See Page 7.)

DEVELOPMENT OF NEW PUBLIC PARTICIPATION PLAN

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with new SAFETEA-LU guidelines for metropolitan transportation planning. The plan was advertised for 45-days prior to approval and was developed with all interested parties as defined in the SAFETEA-LU guidelines. The plan retains all of the previous opportunities for input adhered to in the MAG process and incorporates SAFETEA-LU's suggested improvements, such as an increased emphasis on visual aids and utilization of the World Wide Web in garnering input. As noted earlier, MAG will examine the effectiveness of the participation plan in relation to future planning and programming cycles.

Multimodal Regional Planning Process

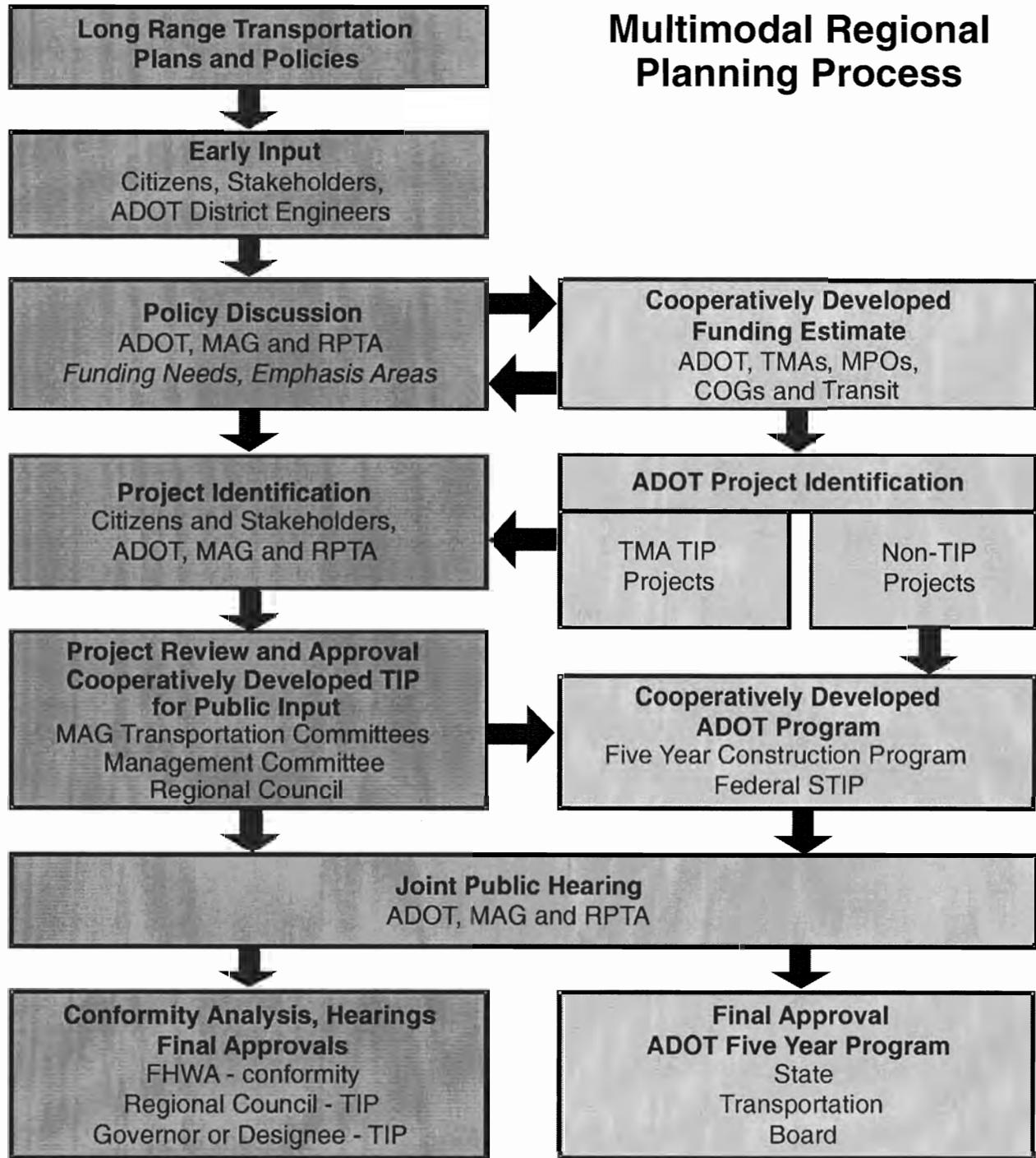


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * **TMA:** Transportation Management Area
- * **FHWA:** Federal Highway Administration
- * **RPTA:** Regional Public Transportation Authority
- * **COG:** Council of Governments
- * **MPO:** Metropolitan Planning Organization

**Guiding Principles
Arizona Transportation Planning and Programming Process
Casa Grande Resolves**

- ◆ One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plans and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

The public was informed of fiscal year 2009 public involvement events through a variety of methods. The Transportation Public Hearing was announced with a press release, targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic*, *Arizona Informant* and *Presa Hispana*. A postcard notice of the Transportation Public Hearing was also sent to approximately 25 regional libraries throughout the Valley. Each library was sent 20 postcards. MAG was also part of several other events (listed earlier) that were advertised on radio and television outlets, and in newspapers across the Valley. Public comment is encouraged at all of MAG's technical and policy meetings, which are noticed in accordance with state open meeting laws and posted on the MAG Web site at www.mag.maricopa.gov.

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section includes comments received during the Transportation Public Hearing held on June 18, 2009. A court reporter was in attendance to record comments verbatim. Comments made at the hearing received a formal response from MAG staff with assistance from the Arizona Department of Transportation, Valley Metro and METRO where necessary.

Comments by Thomas Morden, Chandler resident

Comment: I think Phoenix and the metropolitan area needs to focus on a mass transit program. Making it far more robust than it is. I realize in the short run, we're going to have economic constraints because of a bad economy and tax issues, but we need to have the planning start. We need to have every major street having buses every 15 minutes at least up until midnight every night.

Response: Economic constraints are definitely a major factor in being able to provide more frequent bus service in the region. With the decline in transportation revenues, highly constrained government budgets, and fares providing only 25 percent of the operating costs, the resources to expand bus operations are quite limited. However, the passage of Proposition 400 in 2004 marked a major step forward in establishing a long-term revenue base for transit in the region. One third of the half-cent for transportation authorized by Proposition 400 was dedicated to transit service. This was the first time that transit received regional funding and provided a much more reliable funding source than was available previously. Based on the funding identified in Proposition 400, a significantly expanded bus and light rail system was included in the Regional Transportation Plan. In addition, MAG's regional transit planning effort is continuing at a high level, including the Regional Transit Framework Study, which is addressing long-term strategies for enhanced transit service in the region, and a series of commuter rail studies, which are assessing the details of implementing rail service in the MAG area.

Comment: Because they took away from the 541 route going into Chandler in order to add the 542 route, I had to stand in the heat for half an hour to wait for the next bus that was going out to Chandler. I have also seen – I frequently ride the other Chandler route the 540 route that goes down Warner Road. There is no local on Warner Road. We have to pick up people on Warner Road with the express bus because there is no local going down Warner Road.

Response: Route 540 is one of Valley Metro's hybrid express routes. These routes were originated when there were few regional park-and-ride lots in the Valley. Hybrid express routes collect riders from curbside bus stops and then access the regional highway network to reach destinations in central

Phoenix. With the ongoing construction of regional park-and-ride lots, Valley Metro has begun a transition to RAPID style freeway express routes that operate from a regional park-and-ride lot to destination points in Phoenix and Tempe via the regional highway system. By eliminating local running and curbside pickup, these new express routes have shorter travel times than the hybrid express routes.

Comments by Bob McKnight, Phoenix resident

Comment: Now, I was looking over this map here and I don't see any extension on here, but there's a little road that goes north and south from the West Valley and ends up in New River. We've got I-17 busting at the seams and talk about millions and billions of dollars to widen I-17 so the people of the West Valley can go east on I-17 and then turn around and go back west to New River. If you look on your map, you just go right straight north to the West Valley and you end up in New River. There is a road there right now. The right-of-way is right there. We don't need all those extra lanes on I-17 to make people go all the way east down into Phoenix and go all the way west back there.

Response: A freeway link between Loop 303 and I-17 in the general area of New River Road was identified in the Regional Transportation Plan in 2003 as a corridor for further study. ADOT completed an Alignment Selection Report for the corridor in 2005, which identified a possible alignment of a potential future facility. The corridor is not currently part of the funded freeway/highway element of the Regional Transportation Plan.

Comment: So, how are we going to solve the deck park bus terminal – the deck park tunnel? They're building it to the east to expand the traffic, you're expanding it to the west, you're not doing a darned thing with the tunnel and that's where the bottleneck is.

Response: The unfinished bus station in the Deck Park Tunnel was originally designed as part of the extension of I-10 through central Phoenix. In the intervening years, completion of the bus station has been studied. Activation of the station was examined as part of the construction of the METRO Rail project, as well as during the alternatives analysis for the I-10 west high capacity transit extension. These and other studies concluded that activation of the bus station was impractical. In addition, a "Phoenix Area Central Core Freeway Program Peer Review" recently convened by ADOT and MAG determined that the freeway-to-freeway interchange between I-10 and I-17 (the Stack) represents the major capacity limit on the freeway system in the central area. Any improvements on the legs of I-10 and I-17 leading into the Stack will be assessed in terms of their effects on the operational capabilities and constraints of this interchange. MAG will be conducting a Central Phoenix Transportation Framework Study that will analyze operations and capacity needs for the system as a whole, including the "Stack" and the Deck Park Tunnel, in order to facilitate future transportation investment decisions to improve the mobility along I-17, I-10, SR-51, Loop 202, and key arterial streets in the central area of the region.

Comments by Spencer Vanderpool, Phoenix resident

Comment: I've heard recently that the northwest extension has been readvertised for proposal or is going to be soon. And I was wondering what the status of the future project – there were several projects that were listed and there were delays – possible delays. I'm wondering if the light rail projects are going to be delayed as well.

Response: As a result of the economic downturn, construction of the Northwest Extension will be completed in phases. Transit funding comes from sales tax revenue, of which collections are down more than 20 percent. This dramatic decrease has caused the city of Phoenix to adjust the project schedule. The first phase will complete all right-of-way real estate acquisition and construction of the planned landscaping barriers to secure the surrounding neighborhoods by 2010. The economic situation will be closely monitored and light rail construction will begin as soon as it is financially feasible. The city of Phoenix and METRO remain committed to this project. Questions on the future of the Northwest Extension can be directed to Albert Santana with the city of Phoenix at (602) 534-7878 or albert.santana@phoenix.gov. Other METRO extensions supported by regional, Proposition 400 funding may also experience a delay in their completion dates.

Comments by Jeremy Stapleton, Phoenix resident

Comment: What do we need to do to increase the level of pedestrian bike planning in the Valley to give our citizens and residents other options besides commuting to work via automobile? I also work in urban planning and landscape architecture doing pedestrian planning and plans for cities and I notice that even though MAG has issued pedestrian policies and guidelines some of the cities that are members of MAG are not implementing them and have not officially adopted those guidelines as their own. I've even run into conflict trying to get those cities to buy into what I presume to be their own ideas since they are members of MAG. So what do we need to do to raise the level of pedestrian and bike-ped improvements now rather than later?

Response: The Regional Transportation Plan allocates between \$7 million and \$8 million per year for bike and pedestrian projects. The guidelines MAG issues to the cities are advisory and encourage MAG member agencies and ADOT to adopt bicycle and pedestrian friendly policies. MAG recently started a Complete Streets Program that encourages cities to design streets for all users, including cyclists and pedestrians, not just cars and buses. The complete streets program is also an advisory program, not a mandatory program.

Comment: Is there anything we can do to improve the percentages that's allotted for those improvements (bike and pedestrian facilities)? I think it is down to one percent.

Response: MAG encourages Valley residents to advocate for plans and projects at MAG meetings and at local level meetings, such as city council meetings. Much of the funding that MAG provides through

its federal funding program requires local funds. Priorities from city to city may be different, so it is essential to get involved and be active within the community to encourage local elected officials to fund particular types of projects.

Comments from Maria Hernandez, Phoenix resident

Comment: Are there cameras on the light rail vehicles?

Response: Yes. There are cameras on the light rail vehicles, at the light rail stations and at the light rail park-and-ride lots.

Comment: Do they take pictures of people breaking the law?

Response: When there are incidents on board the trains, stations, or at the park-and-ride lots, the video footage is examined. This footage has helped to identify people in need of assistance, apprehend vandals and assist in the investigations of other crimes. The cameras are part of an overall safety program at METRO. This program is designed to minimize risk at all points of the system, inside and outside of the light rail vehicles.

Comment: I have very, very much concern about the handicapped because you do get people in walkers or wheelchairs. And sometimes they have a hard time finding a space to park their walkers and wheelchairs. Not everybody is kind enough to give their chair up for them.

Response: Each METRO light rail vehicle is Americans with Disabilities Act (ADA) compliant and has spaces specifically marked for people requiring priority seating, which include persons with disabilities and seniors. METRO has also recently enlarged the signage to help passengers better understand this policy.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

Transportation Public Hearing

Thursday, June 18, 2009, 5 p.m.

I. INTRODUCTION

II. PRESENTATIONS

Draft Project Listing for the 2010-2014 MAG Transportation Improvement Program

- MAG Transportation Programming Manager Eileen Yazzie

Status of the American Recovery and Reinvestment Act funds programmed in the MAG region

- MAG Transportation Programming Manager Eileen Yazzie

City of Phoenix Public Transit Department Program of Projects

- City of Phoenix Public Information Officer Marie Chapple

Review of issues for the MAG Regional Transportation Plan 2010 Update

- MAG Senior Policy Planner Roger Herzog

III. PUBLIC COMMENT

IV. ADJOURN

AGENDA

Transportation Public Hearing

Thursday, June 18, 2009

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1 MR. ANDERSON: Thank you for being here
2 this Thursday afternoon in June. Thank you all for being
3 here. We're going to have a few presentations to open
4 this today. My name is Eric Anderson, Transportation
5 Director for Maricopa Association of Governments. To my
6 left is Steve Hill from Arizona Department of
7 Transportation.

8 Actually, Steve, do you want to introduce
9 yourself.

10 MR. HULL: Yes. I'm Steve Hull, Arizona
11 Department of Transportation and the regional freeway
12 office. We're the group that works closely with MAG on
13 the planning process. Mostly MAG does the advanced
14 planning and we do the design and construction, but it's
15 certainly a group effort, a team effort. And we've been
16 involved with them, and we're looking forward to the
17 presentations tonight.

18 MR. SMITH: I'm Dennis Smith with MAG.

19 MR. HODGINS: I'm Paul Hodgins with Valley
20 Metro Regional Public Transportation Authority. I'm the
21 manager of capital programs in charge of the Life Cycle
22 Program.

23 MR. LIMMER: Ben Limmer. Valley Metro
24 Rail.

25 MR. HERZOG: I'm Roger Herzog with the
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1 Maricopa Association of Governments.

2 MS. YAZZIE: My name is Eileen Yazzie. I'm
3 with the Maricopa Association of Governments.

4 MR. ANDERSON: Thank you all. We're going
5 to go through a few presentations this afternoon to give
6 you an idea where we're headed on our Transportation
7 Improvement Program for our 2010 to 2014. It will give
8 you the status report on where we stand on projects
9 funded out of the stimulus package or the American
10 Recovery and Reinvestment Act.

11 City of Phoenix Public Transportation Department
12 is going to give you an overview of some of their
13 projects they have underway. And we're going to wrap it
14 up with Roger Herzog is going to review many of the
15 issues we're facing in putting together our Regional
16 Transportation Plan our 2010 update that's due to be
17 issued in draft form this fall. We want to give you a
18 preview on some of the elements of that.

19 I think as everybody knows the economy in metro
20 Phoenix is certainly not in good shape. Our sales tax
21 revenues from Proposition 400 sales tax continue to slide
22 downward. And our May revenues for May 2009 were 18.2
23 percent compared to May 2008. Year to date revenues are
24 down about 13.2 percent. We continue to track downward.

25 The implications of this is that ADOT revised
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1 the revenue forecast with a half-cent sales tax for the
2 life of the tax which goes through the year 2025.
3 Cumulative revenues in terms of overall projections are
4 down \$3 billion. And what that means is about a billion
5 dollars has come out of the transit program funding,
6 about 1.8 to 1.9 billion is out of the freeway program,
7 and the balance is out of our Arterial Life Cycle
8 Program, too.

9 So we have a number of challenges in front of
10 us. We've been having briefings with our policymakers in
11 the region and we think we have a plan to deal with the
12 shortfall. Obviously the magnitude of the shortfall
13 we're dealing with we certainly will not be able to build
14 all the projects that we had in the Plan in 2004 as part
15 of Prop 400 in the time frame unless revenues do come
16 back in a very strong fashion.

17 So let's start with the first presentation.
18 Eileen, do you want to talk about the 2010 2014 TIP.

19 MS. YAZZIE: Good afternoon, my name is
20 Eileen Yazzie. I'm the transportation programming
21 manager here at the Maricopa Association of Governments.
22 This presentation is going to provide kind of the
23 airplane view of the transportation projects in the
24 region that affect our transportation model that we need
25 to report on by federal law and as well as to report on
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1 some revenues for the region.

2 So federal regulations, right now we are working
3 under SAFETEA-LU which is the Safe Accountable Flexible
4 Efficient Transportation Equity Act: a Legacy for Users.
5 SAFETEA-LU requires that we report on all of our
6 federally funded projects as well as regionally
7 significant projects and that we provide all of this
8 detail on projects specifically regarding their schedules
9 and their funding as well as with their scope and
10 location for air quality analysis as well as there is a
11 federal requirement that asks us to report on a total
12 period of four years. The MAG TIP, in the past -- and as
13 we look forward, we actually report on five years. So
14 this upcoming TIP is for fiscal year 2010 through 2014
15 covering five years of projects.

16 A thing to note when it comes to what is in the
17 Transportation Improvement Program, we do not cover
18 projects that are, say, local streets or residential
19 streets that do not affect the model or things of that
20 nature. So if you have a new subdivision going around in
21 your community we're actually not going to capture all of
22 that information, but really we're going to focus on the
23 larger roads as well as the transit information and
24 highways.

25 Our partners, we coordinate year-round with our
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1 partner agencies at the federal level at the state level
2 and really most importantly at the local level with all
3 of our member agencies, the city's towns, Valley
4 Metro/RPTA as well as the Indian communities that are
5 member agencies.

6 And we also have a transportation programming
7 guide book and a process laid out that guides us through
8 this as well as we also have kind of year-round input
9 opportunities for the public particularly through our
10 technical advisory committees and as well as through our
11 normal committee process and as well as MAG staff is
12 always open to answer any questions.

13 So, once again, we're talking about the bigger
14 picture here, so when it comes to the 2010 2014 TIP, we
15 are reporting on right now over a thousand projects. The
16 majority of these projects happen to be on arterial
17 streets as well as within the transit network. We also
18 have freeway projects, ITS, bicycle and peds and other
19 different modes.

20 This is at this point in time the information we
21 have gathered for the project listings in the TIP. The
22 number of projects have decreased by about 20 percent in
23 comparison to the 2008-2012 TIP, the current TIP that we
24 have right now.

25 As Eric briefly mentioned earlier a lot of this
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1 is due to a decrease in revenues. Not only is it
2 affecting the half-cent sales tax, our local agencies, so
3 your governments, the cities are also taking a hit as
4 well.

5 When it comes to funding for the Transportation
6 Improvement Program, it actually totals up to \$6.4
7 billion in five years that we're looking to spend on
8 transportation system in the region. And as well as I
9 just mentioned this has decreased in comparison to the
10 previous TIP, but we are still looking at some
11 substantial funding sources particularly from the
12 Regional Area Road Fund. The half-cent sales tax and
13 does make up 32 percent, which is the largest percentage
14 of the entire Transportation Improvement Program.

15 Specifically looking at the highway project and
16 we use the term highway as an umbrella to capture street
17 projects, bicycle projects, pedestrian projects, safety
18 freeway, intelligent transportation systems, as well as
19 bridge projects, so these highway projects combined total
20 about \$5 billion of the transportation improvement
21 program.

22 And the majority, a little over half of them,
23 are funded again with the local agencies providing the
24 majority about 23 percent of the funding and as well as
25 with the half-cent sales tax making up almost 50 percent

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1 of the highway section of the funding.

2 When it comes to the transportation projects
3 about 50 percent of the transit projects are funded with
4 federal funds and these are the numbers that are listed
5 in this pie chart. 5307, 5309, 5310, 5311 these are
6 types of federal funds available for transit. And this
7 makes up just about 50 percent of the funding for the
8 transit project as well as the PTF, which is Public
9 Transportation Funds, transit funds. These are the
10 half-cent sales taxes that are dedicated to the transit
11 side. These make up about 42 percent so these are your
12 tax dollars at work.

13 When it comes to the schedule of the
14 Transportation Improvement Program when it will be moving
15 through the MAG committee process for formal adoption.
16 Roger Herzog will be discussing the RTP, the Regional
17 Transportation Plan, and discussing the schedule there.
18 We're going to follow the same schedule and we are
19 looking to work through the fall on further development
20 of projects and then as well as to move the program
21 through for final adoption in December and January of
22 2010.

23 This does conclude my presentation. My contact
24 information is available for anyone that would like to
25 discuss this further.

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1 MR. ANDERSON: Thank you, Eileen. Before
2 we move on to the next one, I failed to mention that we
3 are going to have an opportunity for public comment. We
4 really want to hear what you think about transportation
5 in the Valley, where we need to invest more, maybe invest
6 less.

7 But if we can ask you to fill out a speaker card
8 they're available outside the door there and hand those
9 to Jason, the young gentlemen there with his hand up, and
10 then we will call on you when we finish with the
11 presentations here.

12 So, Eileen, do you want to go on to the next
13 one.

14 MS. YAZZIE: Sure. So this presentation
15 I'm going to be presenting information regarding the
16 American Recovery and Reinvestment Act funds of 2009.
17 The acronym I'm using, and it's commonly used, ARRA
18 funds, a-r-r-a, and these are also known as stimulus
19 funds. So you can hear ARRA or stimulus funds, so this
20 is what we're walking about.

21 And this presentation is going to focus on
22 transportation as the topic of today's meeting, but -- as
23 well as there are numerous funds from this legislation
24 that were made available to states and localities, but
25 we're just focusing on transportation today.

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1 There are handouts. These are the topics we're
2 going to cover today in the presentation. There are
3 handouts. There is ARRA project status report on the
4 table as you walk in, so please feel free to pick one up.
5 This report was compiled yesterday, so it has the latest
6 and greatest data available.

7 I'm going to provide some background information
8 about the legislation because it is kind of important to
9 understand what we ended up and what we were allowed to
10 do with the funding available. And then I will review
11 the funding that has been programmed and is looking to be
12 spent on the highway, transit, and local projects.

13 So the timeline of events. This was a fast and
14 furious year so far. MAG prior -- to President Obama
15 signing legislation on February 17, MAG had been working
16 with member agencies since about late October. We had
17 heard from our sources in Washington DC that we knew that
18 a stimulus package was going to be coming down the
19 pipeline eventually. We did not know exactly what it was
20 going to look like or what it would entail.

21 From February 17 and moving forward literally
22 within a week on February 25, ARRA the MAG Regional
23 Council had already begun approving priorities for
24 projects through the freeway program. In addition you
25 can follow along the quick timeline of events that has

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1 happened. At this point in time I am happy to say as of
2 April 22nd all funds available to the MAG regional for
3 transportation for ARRA were programmed.

4 So getting to the money part. How much was
5 available. Again, this flowed from the United States
6 federal government down to the states and then down to
7 the MAG region through the various sources. We ended up
8 with about \$300 million available to spend.

9 129 was carved out specifically for highway
10 projects in the MAG region that ADOT is taking the lead
11 on. We work with them cooperatively. There was \$104.6
12 million that was sub-allocated to the MAG regions
13 specifically for us to program and work with our local
14 agencies to see what we can do with that and prioritize,
15 as well as there was about \$65 million available for
16 transit.

17 This is one of the key -- there is about three
18 key components, there is more components than that, but
19 three key ones that really helped guide us to planning
20 and programming and how we ended up with the projects we
21 did program for our region.

22 The first key component is the federal
23 eligibility criteria. This legislation has a lot of our
24 cities including us. We would have loved to have open
25 checks, say, here you go, here's your money, spend how

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1 you would. This came with some specific guidelines and
2 restrictions.

3 The first one was the type of projects that we
4 are allowed to program under. Both programs the transit
5 and the highway project and the highway programs that
6 they did advise us they made eligible for these are
7 current programs that we are working with, so we were
8 able to understand the eligibility requirements pretty
9 quickly and program responsibility after that.

10 Something to note that the 5307 and 5309 funds
11 for transit, the majority of these funds they are not
12 eligible for operations. That was part of the normal
13 process or the normal eligibility for these types of
14 funds for transit. In addition for the highway projects
15 funds, these types of funds, we are not allowed to use
16 them for paving projects to work with our PM issues.

17 Another key component of the legislation that I
18 do want to spend this slide talking about, I don't want
19 to lose everybody in the weeds of federal requirements,
20 but this is also a key piece to understand. Are there
21 requirements in the terms? Our legislation kept all
22 federal requirements in place. It did not lift up any of
23 the necessary federal project development requirements
24 which include a lengthy environmental review process as
25 well as to follow the eligibility criteria.

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1 And another term that federal government as well
2 as with MPOs and state DOTs use is the term obligate.
3 And this is a key part of the legislation. What it means
4 is that the project has completed all the necessary
5 requirements of project development and the federal
6 agency agrees with this in that they pretty much reserve
7 the money for that project moving forward.

8 And the final component which is really the key
9 part of what we were able to plan and program for is the
10 "use it or lose it" provisions of the ARRA legislation.
11 As fast as the legislation was rolled out and approved
12 there are time deadlines for these projects to obligate.
13 Again, this means that the projects are developed through
14 the federal process and after that they move forward.

15 So the highlights, as you can see on the
16 left-hand side there is state MPOs and transit on the far
17 right at long term. All projects are supposed to
18 obligate by March 3rd. Again, these are "use it or lose
19 it" funds. The funding available to regions or state if
20 they're not obligated that means that those funds are
21 removed from the state or MPO and they are disbursed
22 somewhere else in the United States.

23 So at the end of the day we were able to program
24 about seven projects for the highway section. The MAG
25 regional council back in February they moved forward with
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1 a prioritized list of 13 projects. Right now we are
2 moving down the line as the project estimates and budgets
3 come in further. So at this point in time we have about
4 seven projects funded. These are the seven projects.
5 And all of these projects at this point in time all of
6 these were already in the MAG Transportation Improvement
7 Program. These are not new projects. We were looking to
8 switch funding sources. A lot had to do with the funding
9 gaps from the revenue strings that we're all faced with.

10 And to transit, we were able to move forward.
11 Again, the legislation was approved on February 17. By
12 the end of March we had our list planned and programmed
13 through the committee process both here at MAG as well as
14 RPTA and coordinated with our partner agencies.

15 We ended up with a list of 16 projects at this
16 point in time. These obviously there is quite a variety
17 in the transit section dealing with park and rides as
18 well as some preventive maintenance, ITS and shade
19 canopies and all the lights.

20 Now when it came down to the MAG sub-allocated
21 portion, so, again, this was a dedicated portion to MAG
22 for \$105 million. The regional council here at MAG they
23 did approve a policy direction of how to spend the funds
24 and how to program. They approved a minimum agency
25 allocation of \$500,000 as a base and as well as we

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1 distributed the additional funds based on population.

2 So all local agencies that we work here at MAG
3 with did receive some funds to program. So at this point
4 in time again, as I noted earlier, as of April 22nd we
5 were able to program all of the funds for the region and
6 we ended up with out of sub-allocated funds about 66
7 projects and there is a variety of projects represented
8 here.

9 And the biggest -- some of the largest areas of
10 types of projects are your pavement rehab and
11 reconstruction. As I mentioned earlier with the tight
12 timelines and as well as federal requirements these were
13 the projects that fit best with the requirements of the
14 legislation.

15 And again, we do have a Web site on the MAG Web
16 site that posts all of the information here about RF
17 funding and reports at MAG and as well as nationally
18 there is a recovery.gov that not only reports on
19 transportation, but all the other types of funding
20 available in the stimulus package.

21 MR. ANDERSON: Thank you, Eileen.

22 Just another comment if you have questions that
23 you want to follow-up with, maybe you don't want to speak
24 tonight, feel free to contact any of the MAG staff you
25 see here tonight or any of the agency people will be

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1 happy to answer your questions on a one-on-one basis,
2 too.

3 Marie, do you want to talk about City of
4 Phoenix?

5 MS. CHAPPLE: Good afternoon. My name is
6 Marie Chapple and I'm the public information officer for
7 the City of Phoenix Public Transportation Department. We
8 are the federal recipient of funds for a number of
9 projects, so I'm here basically to give a brief overview
10 of the list of projects that will be part of the
11 application process.

12 I will note that this is the first time we had a
13 joint public hearing with MAG. This is something we've
14 been trying to do. We succeeded today. Also, this joint
15 public hearing satisfies the program of project
16 requirements of the urbanized area formula program.

17 The purpose of this hearing is to solicit and
18 consider public comments on applications for capital
19 projects for which financial assistance is being sought
20 from the Federal Transit Administration. And that the
21 City of Phoenix will make applications on behalf of the
22 region as a designated recipient of federal transit funds
23 of the urbanized areas. Funds will be passed through to
24 the sub-recipients via contracts.

25 This is a basic break down of the various funds
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1 and the amount of money that we're asking for and the
2 total is \$176 million. And I might also note that there
3 is a more detailed listing of the program of projects out
4 on the table, so if you'd like to have that that will be
5 out there for you. And if you'd like to ask about
6 specific projects because we are representing various
7 cities and agencies in the Valley that you can forward
8 the comments to us and we will forward it to them for an
9 answer.

10 These are the agencies and cities that will be
11 part of the federal fund application. I will briefly go
12 through the highlights of the projects.

13 Avondale is asking for operating assistance.

14 Glendale includes preventive maintenance, bus
15 purchase and computer system hardware.

16 Goodyear projects bus purchase and acquisition
17 of land for park-and-ride.

18 Peoria preventive maintenance and bus purchase.

19 Phoenix preventive maintenance, design
20 construction upgrade, mid-life engine replacement,
21 repayment of construction for facilities, bus stop
22 improvements, bus purchases, design for maintenance
23 facility, paratransit facility, intermodal facility
24 construction.

25 Scottsdale is pre-design/design for regional
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1 park-and-ride, repayment for construction.

2 Surprise preventive maintenance, bus purchase,
3 operating assistance.

4 Tempe preventive maintenance, repayment of
5 construction.

6 And RPTA, the Regional Public Transportation
7 Authority, preventive maintenance, bus purchases, van
8 purchases, and operating assistance for paratransit
9 services and travel training.

10 And then Valley Metro Rail also known as METRO
11 will ask for moneys for right-of-way acquisition,
12 construction, facility location and acquisition of
13 vehicles and other things that are construction projects.
14 And then also continuing with that, control signal
15 system, communication system, public art and corridor
16 planning.

17 And then Central Arizona will ask for operating
18 assistance under JARC.

19 And then after the public hearing we will accept
20 mailed comments until Friday, June 19, as long as they
21 are postmarked by that time. We also accept electronic
22 comments through Friday 5:00 p.m. via our address
23 PubTrans@Phoenix.Gov.

24 And one thing I failed to put on here, if you
25 would like to look at the program of projects online it's
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1 at Phoenix.Gov/publictransit and you can download that
2 from there. Thank you.

3 MR. ANDERSON: That list that's available
4 online, does that have the individual projects listed as
5 opposed to the categories that you have there?

6 MS. CHAPPLE: It's very basic. I will say
7 it's a bit cryptic. If you would like to have more
8 information about it and you will forward your comments
9 to us we will contact that individual city or agency to
10 provide you more information about that particular
11 project. I don't think you're going to get a lot of
12 information from how the projects are listed.

13 MR. ANDERSON: Thank you. Last
14 presentation before we go to public comment. Roger
15 Herzog is our senior project manager. Roger is in charge
16 of putting together the Regional Transportation Plan
17 which is our required 20 year document and he has gone
18 through many of the issues that we're facing this year as
19 we put that plan together.

20 MR. HERZOG: Thank you. Just taking a look
21 initially here at our current Regional Transportation
22 Plan, it's a multimodal plan includes, of course, the
23 major modal components: freeways, arterial streets,
24 public transit, but we also look at other modes such as
25 bicycles, pedestrians, freight, and the Plan also covers
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1 management, of the system for things like demand
2 management, congestion management, safety. And we also
3 take into consideration environment factors and the
4 potential effects of the transportation system.

5 The Plan extends currently fiscal year 2028. It
6 was adopted initially in 2003 and later updated in 2005,
7 six, and seven. The Plan as I mentioned includes, of
8 course, the major modes. Here's a map of the planned
9 freeway improvements. This includes 78 miles of new
10 freeways and also 286 miles of freeways where we're
11 improving the facility with things like additional lanes
12 and arterial interchanges.

13 Here's a look at the planned arterial street
14 improvements. This covers 94 projects and includes
15 things such as widening of streets, intersection
16 improvements, and signal timing improvements.

17 And then here is the transit component that
18 consists of 31 bus rapid transit routes, or express
19 routes, which have the same kind of service, 32 regional
20 grid routes. This is a system to supplement existing
21 grid service. And also the light rail system, 37
22 additional miles that will be complementing the routes
23 shown here in red, which is the light rail system that
24 was recently opened.

25 So looking at the 2010 update of the Plan
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1 itself, as Mr. Anderson mentioned, economic conditions
2 and uncertainties are really the focus of this update.
3 They have affected the outlook for transportation
4 funding, the cost to provide transportation services and,
5 of course, the resulting cost/revenue balance.

6 Looking at the funding outlook for starters;
7 here, we have the federal programs. They represent about
8 a third of the total funding going into the federal Plan.
9 And one of the main issues with federal funding is that
10 the current programs expire on September 30, 2009.

11 Now we expect at least some kind of continuing
12 resolution from Congress, but just what the future form
13 of legislation and funding for transportation from the
14 federal level will take shape will really affect the way
15 we plan our system. So that's a major transportation
16 planning issue.

17 State revenues are an important part of the
18 funding package. Past growth has been about 4.5 percent
19 per year, but recently, again, with the economic
20 conditions in fiscal year '08 we had a decline of 2.7
21 percent and estimate that the fiscal year 2009 totals
22 will be about 5.5 percent down.

23 So the whole issue of state transportation
24 revenues is an important question, and one major
25 component, the gas tax, is something that has a number of
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1 uncertainties especially as you might imagine with more
2 efficient cars, in fact, cars that don't even use
3 gasoline. Just how much of a contribution this element
4 will make in the future is a big question.

5 And then, of course, the regional half-cent
6 sales tax. This provides about half of the funding for
7 the Plan. Past growth has been very substantial in terms
8 of a 7.4 percent increase per year. But in the last two
9 years, as Mr. Anderson mentioned, we've had actually
10 decreases in revenue collection. In '08 it was 3.2
11 percent. 09 we estimate for the total year it may be
12 down 14.5 percent for the total year. This is the first
13 time that tax has ever decreased from year to year.

14 Again, the forecasts are down about 3 billion
15 over the next 20 years. So this particular source, which
16 is very important, is really getting hit hard by the
17 recession.

18 In terms of costs between about 2003 and 2008
19 our costs really increased significantly. Of course this
20 was the period when commodities were really inflating.
21 We had worldwide demand for steel, et cetera. Highway
22 construction went up about 52 percent during that period
23 and right-of-way costs by about 82 percent with the real
24 estate boom.

25 Recently we've had much more favorable bids on
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1 highway projects. Some of the bids are 15 to 20 percent
2 lower than the engineer's estimate and we're getting a
3 lot more bidders on each project. So the current outlook
4 is much more favorable, but with the stimulus package and
5 that sort of thing there is also concern about future
6 return of inflation. So whether or not we'll enjoy these
7 kind of lower costs for very long remains a question.

8 Similarly with the bus operating costs; those
9 have been increasing faster than inflation. And
10 additionally the fare revenues fund only about 25 percent
11 of the operating costs. So the cost picture with the bus
12 system is a challenge as well.

13 Both these factors result in cost/revenue issues
14 and have produced funding deficits for the next 20 years,
15 approximately, in the freeway category of about \$6
16 billion, for arterials about \$100 million, and transit
17 about a billion dollars. So in terms of our long-range
18 transportation plan, those are the kinds of deficits that
19 our 2010 update needs to address.

20 And in that update process, then, we really need
21 to focus on strategies to balance the cost and revenues.
22 This is obviously one of the critical things we have to
23 achieve with the Plan. For all these major modes; and
24 through at least fiscal year 2030, because the Plan needs
25 to go out to 2030 to meet federal planning requirements.

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1 Taking a look at some of the freeway strategies
2 to achieve a balanced program, we have things like value
3 engineering to design our facilities so they serve the
4 purpose, but we can achieve the lowest cost possible.
5 Phasing projects to construct the important parts first
6 and then construct the later elements as the demands
7 increase.

8 We have the potential of project deferrals to
9 defer projects so that they're consistent with available
10 cash flows. Also the possibility of revenue
11 enhancements, public/private partnerships, continuation
12 of the half-cent sales tax and, in general, program
13 management strategies to make the overall process as
14 efficient as possible.

15 Now those strategies have translated into some
16 specific potential delays in constructing certain
17 elements of the freeway program. These target years
18 initially were fiscal year 2026. But with the revenue
19 problems and the cost problems at this point, the south
20 end of the Loop 303 -- and, again, these are proposals
21 under consideration in order to achieve a balance/but the
22 southern end of Loop 303 from I-10 to MC85 would be
23 delayed beyond 2026. The 801 freeway, also known as the
24 I-10 reliever and goes from Loop 202 over to 85, that
25 would be delayed beyond 2026. And also the east end of

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1 the Williams Gateway freeway, State Route 802 from
2 Ellsworth to Meridian, will be potentially delayed.

3 Also as termed -- those were new corridors.
4 Here are some improvements to existing facilities that
5 potentially could be delayed. These are general purpose
6 lane additions. It would involve I-17 north of the
7 Carefree Highway up to New River. Also additional
8 general purpose lanes on the Agua Fria/Loop 101 all the
9 way from I-17 down to I-10. And then over in the East
10 Valley the plan was to add general purpose lanes from
11 Gilbert all the way over to I-10, and those general
12 purposes lanes potentially would be delayed.

13 Additionally on State Route 51, general purpose
14 lanes from Shea Boulevard up to Loop 101, and over on
15 I-10 in the far west side from Verrado Way to State Route
16 85. I think I have them all there. So those are
17 potential delays in improving the existing facilities.

18 Also included in the Plan originally were
19 construction of what we call DHOV ramps. Those are
20 direct HOV ramps at freeway-to-freeway interchanges that
21 allow people to drive from the HOV lanes on one freeway
22 directly to the HOV lanes on another freeway. And we
23 have three or four of those that would potentially be
24 delayed, up at I-17 and 101, at 101 and I-10, and over at
25 US60 and Loop 202.

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1 Also in the program were some new interchanges
2 at arterial streets. And the ones that potentially could
3 be delayed there would be I-10 and El Mirage, out on the
4 Red Mountain at Mesa Drive, and on the Superstition at
5 Lindsay Road. Also the Plan called for a series of grade
6 separations for Grand Avenue, potentially three new grade
7 separations between McDowell and Loop 101, and those
8 could potentially be delayed as well.

9 So in the arterial program, with the same kind
10 of circumstances, we're looking at rescoping of projects,
11 potential deferrals, funding source adjustments. What we
12 mean by that is targeting the best funding source to make
13 the project flow through the process as quickly as
14 possible. And also management strategies especially,
15 again, with the federal process to try to make that move
16 as quickly as possible.

17 So far as the Arterial Life Cycle Program,
18 that's in the end coming very close to being balanced
19 within 2026 time frame. It's just a few percent -- not
20 even a whole percent off, I believe. So that program is
21 in fairly good shape.

22 The Transit Life Cycle Program is looking at
23 similar strategies to the others: project delay,
24 implementing in this case reduce service levels rather
25 than delaying a project, implement it but at a reduced

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1 frequency of service.

2 In the transit area there are some discretionary
3 federal programs that could also supplement the funding
4 stream. Like with freeways and arterials, to phase
5 capital facilities to meet initial demand and complete
6 the facility as demand develops.

7 Now this is translated into a number of
8 alternatives that RPTA has been considering. Alternative
9 five is the one that is being focused on the most. And
10 some of the key points regarding alternative five is
11 implementing standard service levels in all of the bus
12 corridors, but this would result in a number of routes
13 that had originally been planned being delayed beyond
14 2026.

15 In general the projects would be implemented in
16 priority order based on a study of efficiencies done in
17 2007 and would also include bus rapid transit service in
18 three corridors. And the PTF, that's Public Transit
19 Fund, would provide, that is would not provide, funds for
20 existing service which in some cases had been targeted,
21 so this would impact city budgets.

22 The alternative contains less, or the least
23 funding for additional capital improvements such as bus
24 maintenance facilities, transit centers, that sort of
25 thing. But new services, as they are added, would have

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1 adequate supporting facilities and the approach here
2 would ensure that funding beyond 2026 is adequate so that
3 the funds are available to support all services in
4 operation. So the strategies are many in terms of
5 approaching the cost/revenue balance.

6 Potentially in the long-range plan we'll be
7 applying those strategies over the next several months in
8 the period June to August. The focus will be on
9 establishing freeway, transit, and Arterial Life Cycle
10 Programs that achieve a cost/revenue balance.

11 In the September-October time frame, we'll be
12 putting together a draft, Regional Transportation Plan
13 and Transportation Improvement Program that include the
14 balanced Life Cycle Program, as well as the other
15 elements that I mentioned at the beginning in terms of
16 the long-range plan.

17 Another thing we'll be working on is an air
18 quality conformity analysis. This is a key step we must
19 go through in terms of analyzing the Plan and the TIP to
20 make sure they meet all air quality requirements.

21 Then in November we're aiming to do another
22 public hearing where we will be reviewing the draft RTP,
23 Regional Transportation Plan, and TIP as well as the
24 results of the air quality and conformity analysis. Of
25 course that will be another opportunity for public

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1 comment.

2 And then in the December to January time frame,
3 we'll be taking the draft Plan through the MAG committees
4 for recommendations and presenting them with any public
5 input that has been received along the way. And
6 targeting January for potential adoption of the
7 long-range plan by the regional council.

8 So as Mr. Anderson mentioned what we're aiming
9 for today is input from you. Get your comments on
10 individual projects, or any perspective you may have on
11 long-range transportation needs, or priorities on
12 projects, or any other concerns regarding long-range
13 transportation planning in the region.

14 And in the future we'll have opportunities
15 continuously, really, for input. This is pretty much the
16 beginning of the process so as Mr. Anderson mentioned
17 and, I think, Eileen, too, the MAG Web site has a lot of
18 information on the plans and the various studies. You
19 can review it there. Communicate with us through e-mail.
20 All MAG meetings are open meetings so you can keep track
21 of the process that way. Public input is accepted at all
22 of the MAG meetings. And, again, we have another public
23 hearing scheduled for November.

24 So, Mr. Chairman, that's the end of my report.

25 MR. ANDERSON: Thank you, Roger. We really
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1 do want you comments today. Just a couple of points that
2 you might make note of. Our next Regional Council
3 meeting, which is our governing body, is next Wednesday
4 June 24. There is a public comment period at that
5 meeting.

6 The next Transportation Policy Committee here at
7 MAG will be July 15th at four o'clock in this room.
8 There will be another extensive discussion, especially on
9 the freeway program. We had an hour and a half
10 discussion about that last night also.

11 And then July 22nd regional council meeting at
12 five o'clock in this room also.

13 So that completes the presentation part of the
14 meeting and we'll take public comment now.

15 Jason, do we have some cards?

16 Just so we note we do have a court reporter
17 taking down your testimony to make sure we get it
18 accurate. So thank you very much. Are you, Thomas?

19 MR. MORDEN: I'm Thomas. My name is Thomas
20 Morden. I live in Chandler. I am a frequent rider of
21 the bus. I'm also a cyclist who uses my bike to get to
22 work a lot. I am an avid proponent of mass transit.

23 I recently watched the intersection at Dobson
24 and Warner get expanded to half the length of a football
25 field in width and I have to ask myself, and halfway

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1 seriously, how far can we go in expanding the width of
2 our roads? How many lanes can we add before we take away
3 our living space in order to have our driving space? I
4 think Phoenix and the metropolitan area needs to focus on
5 a mass transit program. Making it far more robust than
6 it is. I realize in the short run we're going to have
7 economic constraints because of a bad economy and tax
8 issues, but we need to have the planning start.

9 We need to have every major street having buses
10 every 15 minutes at least up until midnight every night.
11 Last night I missed my bus going home by 30 seconds.
12 Because they took away from the 541 route going into
13 Chandler in order to add the 542 route, I had to stand in
14 the heat for half an hour to wait for the next bus that
15 was going out to Chandler.

16 I have also seen -- I frequently ride the other
17 Chandler route the 540 route that goes down Warner Road.
18 There is no local on Warner Road. We have to pick up
19 people on Warner Road with the express bus because there
20 is no local going down Warner Road.

21 This is a city of two million people. Why do we
22 not have good bus service in the entire Valley? We
23 cannot continue expanding our freeways and our road
24 widths forever. We need a decent world-class mass
25 transit system including both buses and rail.

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1 MR. ANDERSON: Thank you very much.

2 I think frequency of bus service is something
3 that I think is certainly all over our radar screens now
4 and it really comes down to funding. Thank you.

5 The next one is Bob McKnight.

6 Jason, you can sit him at the table. Whatever
7 is comfortable for you, Bob.

8 MR. MCKNIGHT: The doctor said this
9 wouldn't do me in, but it would sure make it
10 inconvenient. He's right.

11 The gentleman here just previous to me brought
12 up some points that, I think, somebody needs to answer.
13 How far transit? Just exactly how far are we expecting
14 to transport people to their jobs?

15 I was growing up in Phoenix. I lived at the end
16 of the real estate line that was Sheridan. I made a
17 nickel and got downtown and I would buy them anything I
18 wanted to buy in there. If it wasn't there, I would
19 forget about it. Since then, we've gone from -- I have a
20 friend that lives in Denver. He lives in Denver and he's
21 a pilot for Southwest Airlines and he's stationed out of
22 Phoenix.

23 But some places between these two extremes
24 somebody has to draw a line and say this is what we're
25 going to do and it can't be doomed by the developer.

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1 Just because the developer come up with some cheap plan
2 doesn't mean that we owe him a transit system. Sorry
3 about that.

4 The rest of us can't afford to pay for the
5 developers. We need to draw the line and say this is it.
6 We can all agree to live with it or go someplace else.
7 There is lot of land behind Gila Bend to make a lovely
8 town down there.

9 I would like to see them close Luke Air Force
10 Base and take it down to Gila Bend. Everybody would run
11 to Gila Bend where we wouldn't have all the pollution and
12 noise and things we have down here.

13 By the way, I was in the Air Force and that's
14 when we suggested when they opened Luke whether they can
15 go to Gila Bend and do all the operations out of Gila
16 Bend. Things didn't quite work.

17 So I think we need to quit looking at the
18 developers and asking them where they're going to build.
19 I think we need to tell them where we're going to provide
20 transportation. That's why we're in the position we're
21 in now. All the wheelers-and-dealers just can't wait
22 until the economy gets back and we get back to the
23 growth. That's going to kill us again. It killed us
24 last time. It killed us in the past. It will continue
25 doing that.

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1 Now I was looking over this map here and I don't
2 see any extension on here, but there's a little road that
3 goes north and south from the West Valley and ends up in
4 New River. We've got I-17 busting at the seams and talk
5 about millions and billions of dollars to widen I-17 so
6 the people of the West Valley can go East I-17 and then
7 turn around and go back west to New River.

8 If you look on your map you just go right
9 straight north to the West Valley and you end up in New
10 River. There is a road there right now. The
11 right-of-way is right there. I drive it most of the
12 time. It's a lovely road. I-17 is bunched up with
13 trucks, all kinds of stuff and I've got a nice little
14 country drive over there and I've threatened to put up a
15 sign on Friday night or Sunday night telling people
16 coming from Flagstaff if they're going to the West Valley
17 take a right turn to New River and you'll have a nice
18 ride home.

19 We don't need all those extra lanes on I-17 to
20 make people go all the way east down into Phoenix and go
21 all the west back there. It's a total waste. They need
22 to drive it once in a while instead of looking at the
23 maps all the time.

24 Another one of my pet peeves you have this
25 tunnel downtown. I was talking to my councilman the
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1 other day whose district -- he doesn't even know that's
2 the deck park bus terminal there. For years I wanted to
3 rent the deck park bus terminal. Nobody is using it for
4 anything. Why not rent it to me. I might be able to
5 make some economic value out of the thing. I think we
6 have over \$10 million sitting there and actually it's in
7 the way. When I talk to the engineers about this, they
8 say, my God, who would have ever thought we would have
9 that much traffic down there.

10 Well, I don't know who won, but I can presume
11 downtown Phoenix, but I can remember very well going to
12 put a hundred foot bridge over downtown Phoenix for I-10.
13 I guess they had a lot more money than brains. But we
14 can't keep on with this kind of nonsense.

15 So how are we going to solve the deck park bus
16 terminal -- the deck park tunnel. They're building it to
17 the east to expand the traffic, you're expanding it to
18 the west, you're not doing a darned thing with the tunnel
19 and that's where the bottleneck is. I can help solve
20 that problem probably less than \$50. Do you think
21 anybody listens to a 50-dollar solution? Of course not.
22 They only look at multimillion-dollar solutions that
23 their contractor friends are pushing.

24 Now I suggest that if my solution doesn't work,
25 I will pay the cost. I wonder how many of your staff

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1 members when they come up with an idea if it doesn't work
2 I'll pay for it. But, anyway, I can help solve your deck
3 park crowding very cheaply. I will do it in an evening
4 and I think it will work.

5 I've gone to see them and they won't put it on
6 the agenda. Am I out of time?

7 MR. STEPHENS: Yes, you are.

8 MR. MCKNIGHT: I'm sorry. It's kind of
9 hard to address everything in three minutes.

10 MR. ANDERSON: I understand. We've given
11 you quite a bit more than three, so if you can wrap it
12 up. Thank you, Bob.

13 Next speaker is Vanderpool.

14 MR. VANDERPOOL: I wanted to ask about the
15 light rail projects. I've heard recently that the
16 northwest extension has been re-advertised for proposal
17 or is going to be soon. And I was wondering what the
18 status of the future project -- there were several
19 projects that were listed and there were delays --
20 possible delays. I'm wondering if the light rail
21 projects are going to be delayed as well.

22 MR. ANDERSON: Spencer is talking about the
23 extension of the light rail station from the current end
24 at Montebello, I guess it is, up to Dunlap. Do you know?

25 Ben, do you want to give us an update on that?
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1 There have been a number of discussions on
2 funding. Because of the decline in the transit 2000
3 which is City of Phoenix four-cent sales tax. They
4 basically are short the funding they thought they were
5 going to have, so they are looking at all other funding
6 sources.

7 We are actually helping them work through that
8 process to try to get that project going. It's ready to
9 go. It's fully designed. And I think it is a funding
10 issue at this point.

11 MR. LIMMER: Yes. You summed it up quite
12 nicely. Which is basically put simply on hold for now.

13 MR. VANDERPOOL: Is there any kind of
14 projected time frame?

15 MR. LIMMER: Not until the funding streams
16 stabilize.

17 MR. VANDERPOOL: Okay. I just wanted to
18 get a status update.

19 MR. LIMMER: One of our challenges we're
20 dealing with right now are our funded revenues are still
21 going down. So until we have a stable revenue basis
22 we're kind of reluctant to make big investment decisions,
23 so hopefully in the next couple months that will
24 stabilize. We'll have a little bit clearer picture on
25 the financial future.

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1 MR. VANDERPOOL: Okay. Thank you.

2 MR. ANDERSON: Take care.

3 Next speaker. Jeremy Stapleton.

4 MR. STAPLETON: Good evening. I live here
5 in the Valley of Phoenix. I'm a pedestrian and bike
6 commuter and I noticed in the presentation tonight a
7 little bit of mention of peds and bikes, but then it
8 immediately went back to kind of listing highway, roadway
9 and transit improvements.

10 What do we need to do to increase the level of
11 pedestrian bike planning in the Valley to give our
12 citizens and residents other options besides commuting to
13 work via automobile. I also work in urban planning and
14 landscape architecture doing pedestrian planning and
15 plans for cities and I notice that even though MAG has
16 issued pedestrian policies and guidelines some of the
17 cities that are members of MAG are not implementing them
18 and have not officially adopted those guidelines as their
19 own.

20 I've even run into conflict trying to get those
21 cities to buy into what I presume to be their own ideas
22 since they are members of MAG. So what do we need to do
23 to raise the level of pedestrian and bike/ped
24 improvements now rather than later?

25 MR. ANDERSON: One of the things that
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1 happened in our Prop 400 program when we put our Regional
2 Transportation Plan together we actually had a specific
3 allocation of federal transportation money going into
4 pedestrian and bicycle projects. That was the first time
5 that happened. I think, Eileen, we're funding it five
6 million dollars a year?

7 MS. YAZZI: For the bike and ped combined
8 it's actually between seven and eight million dollars per
9 year.

10 MR. ANDERSON: So that program, once again,
11 we're about three years into that now and there is a
12 number of shared path projects that are in the project
13 development stage right now. Western canal project in
14 Tempe. There was an article in the paper about that.
15 MAG and other member agencies played a big role in that
16 too. Guidelines we issue are advisory. They are sort of
17 getting model ordinance category, if you will, and we
18 certainly encourage our members to adopt bicycle and
19 friendly policies.

20 One of the programs that you will find
21 interesting, too, is we are starting a complete streets
22 program to encourage when street projects are designed
23 that they are designed in such a way to accommodate all
24 users, not just cars or buses, but pedestrians and
25 bicycles, too.

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1 MR. STAPLETON: Is that complete streets
2 going to be a requirement for funding?

3 MR. ANDERSON: No. Once again, it will be
4 an advisory type of program. There is also a lot of
5 incentive programs being put together, we hear, in
6 Washington that might incentivize some of the federal
7 funds to do the complete streets program.

8 So there is a lot happening in that area. It's
9 something, I think, this region is behind in and has been
10 behind in and I think they are trying to play some catch
11 up and have a comprehensive shared use path system in the
12 region.

13 MR. STAPLETON: Thank you. Just one last
14 question. Is there anything we can do to improve the
15 percentages that's allotted for those improvements? I
16 think it is down to 1 percent.

17 MR. ANDERSON: I think you can keep
18 advocating. You know, meetings like this certainly are
19 helpful, talking to your local city council. A lot of
20 the funding that we provide through our federal funding
21 program requires local funds, too, and sometimes those
22 priorities might be lower in a certain community, so you
23 can be active with your local elected officials to try to
24 encourage them to fund these types of projects.

25 MR. STAPLETON: Thank you.
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1 MR. ANDERSON: Jason, do we have anybody
2 else that would like to speak?

3 MS. HERNANDEZ: Good afternoon. I live on
4 the south side. My name is Maria Hernandez. And lately
5 I've been seeing how the cars and pedestrians are
6 ignoring the warnings for the light rail.

7 Last week, I think it was Monday or Tuesday,
8 when they had that accident over here on 1st Avenue and
9 Washington and that same day in the afternoon there was
10 almost an accident near 19th Avenue and Montebello and
11 there was a senior who was trying to run the light rail.
12 And luckily the driver from the light rail was going
13 slow. So he would have hit that senior citizen because
14 they're not paying attention to the laws and regulations,
15 especially the light system, the signal lights.

16 And I still see people jaywalking around the
17 light rail track. Do they have cameras installed in the
18 train?

19 MR. ANDERSON: Yes. They do have cameras
20 on board.

21 MS. HERNANDEZ: Do they take pictures of
22 all these people breaking the law?

23 MR. ANDERSON: I can't say. We'll pass
24 your comments on to Valley Metro Rail. One of their
25 major initiatives is the safety program. In fact, the
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1 number of accidents and incidents in light rail have
2 actually gone down in the last six months, but they're
3 always looking for improvements. And you might have
4 noticed in some of the stations now they have stenciled
5 "do not cross the tracks" on the stations now. So
6 they're continuing to look for new ideas in how to
7 educate the public to make sure that we have a safe rail
8 system.

9 MS. HERNANDEZ: They still do it down at
10 19th Avenue and Montebello.

11 MR. ANDERSON: I understand.

12 MS. HERNANDEZ: And I think Monday, I
13 believe, there was a bike rider and all of a sudden he
14 came out of nowhere and he was right in the middle of the
15 tracks going northbound and southbound and he was trying
16 to outrun the light rail going north. He was going fast
17 and the driver was blowing his horn to warn him to get
18 off the tracks. I don't know if he did or not. But
19 that's kind of crazy for somebody to do that.

20 MR. ANDERSON: Yes, it certainly is. Thank
21 you very much. We'll pass that on to Valley Metro Rail.
22 I'm sure they're working with law enforcement to enforce
23 that.

24 MS. HERNANDEZ: One more question. I have
25 very, very much concern about the handicap because you do
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1 get people in walkers or wheelchairs. And sometimes they
2 have a hard time finding a space to park their walkers
3 and wheelchairs. Not everybody is kind enough to give
4 their chair up for them.

5 MR. ANDERSON: On the rail car itself?

6 MS. HERNANDEZ: Inside the train.

7 MR. ANDERSON: Thank you.

8 MS. HERNANDEZ: So that's my main purpose
9 to be here.

10 MR. ANDERSON: Thank you very much.

11 We will close that part of the public hearing.
12 I appreciate you all coming and joining us today. We
13 appreciate your input. And, once again, if you have any
14 follow-up comments feel free to call the MAG office.
15 Call any of us here with your questions or comments and
16 we'll try to get you some answers. Thank you very much.

17 (The hearing was adjourned at 6:10 p.m.)
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1 STATE OF ARIZONA)

2)

3 COUNTY OF MARICOPA)

4

5 BE IT KNOWN that the foregoing proceedings were
6 taken before me, Toni M. Gehm, a Notary Public in and for
7 the State of Arizona; that the foregoing pages contain a
8 full, true, accurate transcript of all proceedings had,
9 all done to the best of my skill and ability.

10 I FURTHER CERTIFY that I am in no way related
11 to any of the parties hereto, nor employed by any of the
12 parties hereto, and have no interest in the outcome
13 thereof.

14 DATED at Phoenix, Arizona, this 18th day of
15 June, 2009.

16

17

18

Toni M. Gehm
Notary Public

19

20

21

22

23

24

25

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**IV. APPENDIX A.
PUBLICITY MATERIAL**

Transportation Public Hearing

Thursday, June 18, 2009, 5 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, Second Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG), in conjunction with the City of Phoenix Public Transit Department, will conduct a public hearing on the Draft Project Listing for the 2010-2014 MAG Transportation Improvement Program; status of the American Recovery and Reinvestment Act funds programmed in the MAG region; City of Phoenix Public Transit Department Program of Projects; and review of issues for the MAG Regional Transportation Plan 2010 Update.

The draft documents are available for review at the MAG offices, 3rd floor library, from 8:00 a.m. to 5:00 p.m., Monday through Friday. All comments and questions received during the public hearing will be included in the MAG Transportation Public Involvement Input Opportunity Report.

For more information or to arrange disability accommodation, contact Jason Stephens at (602) 452-5004 or via e-mail at jstephens@mag.maricopa.gov.

FOR IMMEDIATE RELEASE

CONTACT:
Kelly Taft, APR
Communications Manager
(602) 452-5020

Residents Encouraged to Provide Input on Regional Transportation Plan

PHOENIX (June 16, 2009)—The Maricopa Association of Governments (MAG) will hold a public hearing tomorrow to provide an update on its 20-year Regional Transportation Plan and to seek public input on how best to adapt the Plan to address a \$6 billion deficit in the freeway program. Options could range from delaying projects beyond the 20-year horizon to redesigning or rescoping projects to save costs.

The public hearing will be held at **5:00 p.m. on Thursday, June 18, at the MAG Offices, 302 N. 1st Avenue, Phoenix, Second Floor, Saguaro Room.** The agenda will include presentations on the Draft Project Listing for the 2010-2014 MAG Transportation Improvement Program; the status of the American Recovery and Reinvestment Act funds programmed in the MAG region; the City of Phoenix Public Transit Department Program of Projects; and a review of issues for the MAG Regional Transportation Plan 2010 Update.

For more information about attending the hearing, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at (602) 452-5004. Parking under the MAG building will be validated, and transit tickets will be provided to those who use transit to attend the meeting. To provide input via e-mail, send your comments to jstephens@mag.maricopa.gov.

For media requests, please contact Kelly Taft, MAG communications manager, at (602) 452-5020.

###

Please Join Us!

You are invited to a transportation public hearing being held by the *Maricopa Association of Governments (MAG)* and the *City of Phoenix Public Transit Department*. The public hearing will include information on the following items:

- **Draft Project Listing for the MAG 2010-2014 Transportation Improvement Program.**
- **Status of the American Recovery and Reinvestment Act funds programmed in the MAG Region.**
- **City of Phoenix Public Transit Department Program of Projects.**
- **Review of the issues for the MAG Regional Transportation Plan 2010 Update.**

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Transportation Public Hearing

Thursday, June 18, 2009
Public Hearing: 5:00 p.m.
MAG Office, Suite 200–Saguaro Room
302 North 1st Avenue, Phoenix

Your participation is greatly appreciated.



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Transportation Public Hearing

Thursday, June 18, 2009
Public Hearing: 5:00 p.m.
MAG Office, Suite 200–Saguaro Room
302 North 1st Avenue, Phoenix

Your participation is greatly appreciated.





PARTNERS IN PROGRESS
Transportation
Public Hearing

Thursday, June 18, 5:00 p.m.
MAG Office, Suite 200—Saguaro
Room, 302 North 1st Avenue,
Phoenix



City of Phoenix
PUBLIC TRANSIT DEPARTMENT



Please Join Us!

You are invited to a transportation public hearing being held by the *Marcicopa Association of Governments (MAG) and the City of Phoenix Public Transit Department*. The public hearing will include information on the following items:

- **Draft Project Listing for the MAG 2010-2014 Transportation Improvement Program.**
 - **Status of the American Recovery and Reinvestment Act funds programmed in the MAG Region.**
 - **City of Phoenix Public Transit Department Program of Projects.**
 - **Review of the issues for the MAG Regional Transportation Plan 2010 Update.**
- Your participation is greatly appreciated.*

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PARTNERS IN PROGRESS

Audiencia Sobre Transporte Urbano

Jueves, 18 de junio, 2009, 5 p.m.
Oficinas MAG, Suite 200, Salón Saguaró
302 Norte 1st. Avenue, Phoenix

Su participación es muy apreciada.

¡Favor de Acompañarnos!

Están invitados a una audiencia pública sobre transporte llevada a cabo por la Asociación de Gobiernos Maricopa (MAG) y el Departamento de Transporte Urbano de la Ciudad de Phoenix. La audiencia pública incluirá información sobre los siguientes asuntos:

- Borrador de Lista de Proyectos para el Programa de Mejoras en Transporte MAG, 2010-2014.
- Estado de los fondos del Acta de Recuperación y Reinversión Americana programados en la Región MAG.
- Programa de Proyectos del Departamento de Transporte Urbano de la Ciudad de Phoenix.
- Revista de los asuntos para la Actualización 2010 del Plan Regional de Transporte MAG.



City of Phoenix
PUBLIC TRANSPORT DEPARTMENT

Para más información o arreglar acomodaciones especiales debido a incapacidades, favor de llamar a Jason Stephens, proyectista en envolvimiento público al 602-452-5004. Boleto de estacionamiento en el sótano del edificio MAG serán validados y se darán boletos para autobús a los que usen transporte público para asistir a la audiencia. Para contribuir por correo electrónico, envíe sus comentarios a jstephens@mag.maricopa.gov.



Transportation

Public Hearing

Thursday, June 18, 2009

Public Hearing: 5:00 p.m.

MAG Office, Suite 200—

Saguaro Room

302 N. 1st Avenue, Phoenix



MARICOPA ASSOCIATION OF GOVERNMENTS

City of Phoenix
PUBLIC TRANSIT DEPARTMENT

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**V. APPENDIX B.
CORRESPONDENCE RECEIVED DURING FISCAL
YEAR 2009**

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, August 10, 2008 11:10 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Gordon Pitt'

Email Address : 'gordon.pitt@btinternet.com'

Subject : 'Bike Map'

Page : '/detail.cms?item=4643'

Feedback :

'Is it possible please to receive a paper printed copy of your MAG Regional Bike Map?

Many thanks if you can be of help.

Gordon Pitt,

26, Queensway,

Caversham Park, Reading RG4 6SQ

England, UK'

Jason Stephens

From: mag@theshortestpath.com
Sent: Saturday, July 26, 2008 9:01 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Annabella Roig'

Email Address : 'annabella721@mac.com'

Subject : 'Get Involved'

Page : '/getinvolved.cms'

Feedback :

'Am a health planner recently moved from Philadelphia interested in regional issues in This area.. thanks '

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, July 10, 2008 4:59 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'The Brutal Critic'

Email Address : NULL

Subject : 'Manross claims MAG will vote her in !'

Page : '/display.cms'

Feedback :

'Just wanted to see if anyone caught the little article on page A6 of the Tribune on Wednesday in which there was an article concerning Manross and her attempts to make people, and voters, think she is the sitting Queen at MAG.

The article was titled "MAG does not play favorites"; the article read like this.

"In last weeks column, we poked fun at NAG news release that said Manross will serve as Chairwoman for the next two years, implying that the agency already knew who would win

the Mayoral election. MAG was concerned that this gave the impression it endorses or favors a certain candidate. Spokeswoman Kelly Taft said that is not the case and that all news releases are written saying "chairs"; will serve two year terms with the understanding that if they lose an election, they are out."

Now first of all the Mayors TV ads have made mention of the Mayor and MAG and hints that she will be the chosen candidate and work hard for all of Scottsdale as the Chairperson.

Well on election day, don't you think it would be fun to send the Mayor a present and vote her butt out of office and out of MAG, then of course we can really stick a stake in the heart of the light rail debacle she parades around as not supporting, that is until after the election.

Thanks to Kelly Taft for clearing things up in this matter, now lets dump the Mayor.

The Brutal Critic.

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, August 31, 2008 10:46 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Penny'
Email Address : 'ramp4vs@cox.net'
Subject : 'Get Involved'
Page : '/getinvolved.cms'
Feedback :
'Hello,

I am interested in becoming part of the Crisis Response Team and I am wondering how to do this. I live in NE Phoenix, I recently completed my Bachelor's degree in Criminal Justice with a Psychology emphasis and will begin my Master's program in Psychology. I have learned a great deal about crisis intervention and the CJ system and I would love to put that education and my desire to help others, to a good use. I did find the CRT pdf file and have downloaded that. I am wondering what I should do from this point to get involved and to help.

Thank you so much for your time,

Penny'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, August 28, 2008 1:37 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Rebecca Wilder'
Email Address : 'rwilder@azcc.gov'
Subject : 'correction on your website'
Page : '/display.cms'
Feedback :

'On this page of your website: <http://www.mag.maricopa.gov/archive/newpages/supp%20info%20sheet.htm>

You have incorrectly listed the city of Tempe's engineering department's phone number as (602)350-8200. The area code is incorrect. The correct area code should be (480). The number you list is actually my personal cell phone number and I have been receiving calls that should be going to (480) 350-8200. Thank you.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, September 10, 2008 7:35 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jean Sandoval'
Email Address : 'jaenzs96@aol.com'
Subject : 'Light rail studies'
Page : '/detail.cms?item=9011'
Feedback :

'I am a student at ASU doing my thesis on the light rail. Have you done any studies on the ridership of the light rail once it starts up. What I am specifically looking for is ethnicity, age, income levels that type of information. Please contact me at jean.sandoval@asu.edu Thank you Jean Sandoval'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, September 03, 2008 3:11 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'IVEY N. DEAL'
Email Address : 'iveydeal@msn.com'
Subject : '202 South Mountain'
Page : '/projects.cms'
Feedback :

'Why are there no 202 SOUTH MOUNTAIN project information access areas? What's going on? The most important freeway need in the valley and the original reason for the entire freeway system in the 80's and now not a word on the projects progress or future. MCDOT appears afraid to post details and has been castrated by politicians from Ahwatukee. Grow some balls and finish the 202! You guys know it's the right thing to do.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, September 02, 2008 1:13 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Juanita Streysman'
Email Address : 'silky11185@aol.com'
Subject : 'School Paper'
Page : '/detail.cms?item=740'
Feedback :

'Hello, I am doing a paper for a class of mine in Environmental Science and if I could get the information regarding the populaton numbers for Phoenix in 1985 and the population numbers for Phoenix in 2008 I would really be grateful.

Thank you
Juanita Streysman
silky11185@aol.com'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, September 29, 2008 11:51 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Rich'
Email Address : 'parmalat44@yahoo.com'
Subject : 'Thanks / 1 edit'
Page : '/maps.cms'
Feedback :

'The MAG regional bike map is great - I use it all the time. Thank you!

Not sure if you accept edits, but here is one for the Queen Creek area: The bicycle passage from Val Vista and Germann to Higley and Germann is unsafe, and there is no bike lane as currently shown on the map. I had a lot of angry pickup trucks behind me when I turned onto Germann.

Thanks again for maintaining the map.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Saturday, September 20, 2008 11:58 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'tamesha'
Email Address : 'meesh2u@yahoo.com'
Subject : 'heat kinks/sun kinks during very hot weather'
Page : '/display.cms'
Feedback :

'I am a light rail operator in northern California. I was told by a co-worker of your new rail system and decided to check your website. It is a beautiful train and looks like you guys have it all under control. I did notice that there are parts of the track that are not embedded(like across the bridge) I wonder if you know about the heat kinks that appear along the tracks during hot weather. We get them quite a bit when we have high temps which is not as much as the Arizona area. Please give it some thought so it doesnt catch you by surprise. Good luck on the project it looks great.meesh2u@yahoo.com'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, October 22, 2008 4:06 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Mirna Alvarado'
Email Address : 'malvarado@bullheadcity.com'
Subject : 'MAG Note Book'
Page : '/display.cms'
Feedback :

'We are in need of another MAG Note Book and was wondering how much would it be if we were order one. If you can please email me and let me know. Thank you for your time.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, October 07, 2008 1:27 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Gary McConnell'
Email Address : 'gmccconnell@pvaz.net'
Subject : 'YAG Standards'
Page : '/display.cms'
Feedback :
'Hello,

Does anyone in your organization have an electronic version of the YAG standards? The cover sheet of the YAG states that they were sponsored and distributed by MAG. '

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, September 29, 2008 5:18 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Chris Bleuenstein'
Email Address : 'chrisbleuenstein@aol.com'
Subject : 'teen dating forum'
Page : '/display.cms'
Feedback :

'Did the dating forum include same-sex dating? If not, why not?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, October 29, 2008 9:35 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jim West'
Email Address : 'jimwest@365coronado.com'
Subject : 'traffic counts'
Page : '/maps.cms'
Feedback :
'Is the 2003 traffic count map the latest one available?
Thanks.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, October 27, 2008 4:06 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Marcia Obillo'
Email Address : 'mobillo@cox.net'
Subject : 'Ditch the car ...'
Page : '/detail.cms?item=4643'
Feedback :
'I live in Avondale but everything is too far to bike to.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, October 23, 2008 5:23 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Tara O'Connor'
Email Address : 'tara.oconnor@amec.com'
Subject : 'Table 615-1 Sanitary Sewer Air Test'
Page : '/publications.cms'
Feedback :
'Table 615-1 Sanitary Sewer Air Test Minimum Test Times for Various Pipe Sizes* *Time has been established using the formulas contained in ASTM C-828, Appendix Where do I find the referenced appendix?'

bus routes that will connect with the light rail 20 hours a day, but I guess that is not the case? Thank you for listening to my rant, but this is very upsetting to me. '

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, November 07, 2008 5:41 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Susan Lash'
Email Address : 'susanlash@cox.net'
Subject : 'Map Request'
Page : '/maps.cms'

Feedback :

'Hi, I would like to get the map, "MAG Regional Bike Map 2008", mailed to me if possible. My address is: Susan Lash, 1709 Robin Road, Edmond, OK 73034. We plan to visit the Phoenix area in January or February and would like to bike.

Thank you,
Susan Lash'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, October 31, 2008 12:15 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Scott Hume'
Email Address : 'drshh2008@yahoo.com'
Subject : 'City of Phoenix Bus Cuts'
Page : '/committee.cms?item=72'

Feedback :

'On December 29th, the City of Phoenix will stop all bus service running before 5am as well as after 10pm. This 'stealth' action has had limited (if any) advance citizen notification and involvement. Additionally, City of Phoenix has not acted as a good steward of federal funds, but continuing to expand routes, even as tax-based budgetary issues were noticed. Further, City of Phoenix has ignored requests by citizens to strategically reduce visibly underused frequencies and duplicated routes. By reacting in a timely manner, current cuts would not be necessary to this degree. As well, it is alleged that City of Phoenix may not be in compliance with the spirit and intent of federal transit requirements for a municipal area of its size. In fact, a great number of Phoenix residents could lose their jobs, due to this new lack of early-morning, and late-night transit. The most ethically disagreeable point, perhaps is that the cuts in bus service will DISCRIMINATE, as it especially targets low economic groups. This point is almost as salient in its 'badness,' as the fact that City of Phoenix has not made such drastic cuts elsewhere in other departments. As a concerned citizen, I am asking for an immediate investigation into these alleged improprieties by City of Phoenix.. Additionally, I would like to ask that some interim federal funding might be applied, until City of Phoenix can be moved to more equitably and proactively manage this budgetary situation. '

Jason Stephens

From: mag@theshortestpath.com
Sent: Saturday, November 22, 2008 5:37 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Valerie Kellogg'

Email Address : 'vkellogg@cox.net'

Subject : 'Get Involved'

Page : '/getinvolved.cms'

Feedback :

'Checking the MAG site, it appears that there haven't been any regional meetings since 2001. Why is this? Are you planning any in 2009?

Thank you.

Val'

Jason Stephens

From: mag@theshortestpath.com
Sent: Saturday, November 22, 2008 5:27 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Barb Harris'

Email Address : 'barb@teamworkspr.com'

Subject : 'canal map please'

Page : '/about.cms'

Feedback :

'Hi....could you please send me 2 copies of the maricopa county canal map? thanks!

Barb Harris

1 W Citation Lane

Tempe, AZ 85284'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, November 10, 2008 8:51 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Shelley MacDonald'

Email Address : 'shelley@ssva.org'

Subject : 'Bus routes'

Page : '/project.cms?item=1988'

Feedback :

'I am greatly disturbed and angered that bus routes are being cut at this time. Phoenix will never be seen as a cosmopolitan capital if we do not have mass transit. I live in N. Phoenix and try to take the bus whenever possible, for example: to hikes at South Mt or to events at AZ Mills Mall on the weekend. I am able to ride the bus to these places, but unable to get home, unless I want to walk from Central Station at night. We should have had mass transit in place decades ago, and now we're in the 21st century and still Mayor Phil is cutting our bus routes. This mainly effects the low-income and disabled. We have been told at many meetings that I have attended over the past two years that there will be

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, December 09, 2008 11:47 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Dyann Marquez'
Email Address : 'marquezd@gcairoinc.com'
Subject : 'Code'
Page : '/publications.cms'
Feedback :

'Hi
I am a student from ITT in Tempe. And i have a class project that involes finding information code design criteria from my local code enforcement agency would have any ideas where i can find this informantion?

Thank you for your time'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, December 05, 2008 12:07 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'ALAN JONES'
Email Address : 'awjemail@cox.net'
Subject : 'CITYof PHX, CMOD-060366'
Page : '/division.cms?item=69'
Feedback :

'WHEN I WAS DOING A GOOGLE SEARCH, I FOUND THIS CHART. THE ADDRESS PUTS IT SOMEWHERE IN YOUR WEB SITE. BUT, I CAN NOT FIND IT BY GOING THRU YOUR WEB SITE LAYERS. IS THIS A REAL, LEGAL DOC? IS IT A PAGE FROM THE PHX CITY LAW? HOW DO I FIND IT IN THE WEBSITE?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, December 04, 2008 2:36 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Santos'
Email Address : 'sadsvillegas@msn.com'
Subject : 'New Office Building?'
Page : '/projects.cms'
Feedback :

'I am a member of a forum surrounding downtown constrution and wanted to know were I could get info on the proposed MAG office building slated for 1st Avenue and McKinnley?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, December 17, 2008 5:46 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Adam Wuollet'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'light rail'
Page : '/display.cms'
Feedback :

'We need to look at Denver and their FasTracks Plan. We are bigger, we are growing faster, and we can be better. Let's be aggressive, and actually make the light rail functional. It will not be well received as it is, and waiting for decades to expand is not going to do anything but increase congestion and building costs. Let's go after the stimulus money and expand! Let's add hundreds of miles not just tens of miles. Phoenix is huge, and light rail could work if it goes to each of the city centers in Maricopa. This would make this area a much better place to live for everyone.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, December 17, 2008 5:26 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Adam Wuollet'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'stimulus money'
Page : '/display.cms'
Feedback :

'I hope that we are being very aggressive in our bid for the stimulus money. I believe we should have a good case with the rate of growth we have and will experience, and the severity of the recession here. I hope light rail extensions, new highways and widening of highways, and sky harbor (people mover, and new terminal) are all stressed. It would also be nice for more and nicer public parks, bike/running trails, and arts (ie. museums) to be sought for funding.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, December 18, 2008 1:26 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'adam'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'stimulus'
Page : '/display.cms'
Feedback :

'I think it's time we build something that defines Phoenix, and the surrounding cities. Ideas: A gigantic Phoenix sculpture, two buildings forming a canyon (Grand Canyon), a huge pyramid (we're in the desert), a building with the largest waterfall (desert oasis), or something else unique and attractive. Something that people would travel to see. Something that everyone would want to visit when they travelled to AZ. Something people would want to say "yeah, I've been there".'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, December 18, 2008 12:56 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'adam wuollet'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'stimulus '
Page : '/display.cms'
Feedback :

'If possible I think we should push for stimulus funding for the projects that the arizona state legislature considered for stimulus:
five projects, including an entertainment district in downtown Phoenix, construction projects on state university campuses and large solar-generating plants.'

system. Let's build hundreds of light rail miles to make it highly utilized to all the large communities in Maricopa. Phoenix is so spread out that we need to have more miles than other cities. We are a relatively new city, so we need more funds. We have grown faster than any other city in the nation, and have not kept up, so we are behind. We need to catch up now, or we never will. Let's build a double deck I-17. Let's be aggressive. Let's make it happen. This is the time! Let's tell the Fed that they must help us. We are one of the biggest cities in the U.S. and are only getting bigger. We need to represent our Country, and be an example of the best place to live for all in the world. Let's make a call for everyone in the community to help. If we work relentlessly (day and night) then the opportunities are endless. We have an opportunity to make this a great community. Let's be on the ones to make it happen!'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, December 22, 2008 3:50 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'adam wuollet'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'stimulus'
Page : '/display.cms'
Feedback :

'I hope that we are requesting funds to jobs that are sustainable along with the construction jobs. A few examples that come to mind: Solar energy, which alternative energy is a key to the new administration's platform. Arizona is the ideal place to start building the world's largest solar plants. Let's get money for building solar and let's generate energy for the rest of the country. We need more sustainable sources of economy other than construction; that's why we are hurting so bad right now. We need to push the Downtown Phoenix Medical Campus. That is going to be a huge economic engine as it is fully running. Let's build it up fast. If we build it they will come! I also believe we need to advance our tourism attractions. We have nothing attractive in Phoenix. We need to push for the theme park (Grand Canyon Northland Entertainment and Themepark) in the West Valley, making Phoenix Zoo and Wildlife World Zoo real Zoos, Desert Discovery Center in Scottsdale, and the Entertainment District in downtown Phoenix.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, December 21, 2008 8:09 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'James Lew'
Email Address : 'jj4194@yahoo.com'
Subject : 'street sign'
Page : '/project.cms?item=7792'
Feedback :

'How do I go about getting a street sign for Jefferson St in Tonopah. Currently there is a section of a box that has it in marker. Many deliveries have been delayed partially due to lack of signage.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, January 08, 2009 8:33 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jared Christensen'
Email Address : 'jchristensen@cmxengineering.com'
Subject : '2009 MAG Specs'
Page : '/detail.cms?item=9687'

Feedback :

'In the full 2009 Edition of the MAG Specs, you have Part 500 in there twice. Additionally, the last page of section 702 and the first (and only) page of section 703 are messed up. None of these sections changed from 2008, but I thought I'd give a heads up. I have a fixed version with each section bookmarked if are interested. It emails easy enough. Let me know if you want it.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Saturday, December 27, 2008 11:49 AM
To: Jason Stephens
Subject: ****SPAM**** Feedback Received

Feedback received from 'adam wuollet'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'building our community'
Page : '/display.cms'

Feedback :

'We need to build something unique in the Valley, and at the same time impressive and beautiful. I have not been inside the Sheraton Hotel, but it may have been a missed chance to build something could help define our city. Now, the Hyatt is probably the most defining building downtown, which is sad. We can do much better, and maybe we can get some help from the federal stimulus money to do it. I have read the fed will likely disperse funds a couple of times of the next few years. Let's be aggressive. Let's come together and work relentlessly to design a building/icon that will define our city. Something that everyone that visits Phoenix will want to see and have their picture in front of. Something that we will be so proud to see and identify as ours. Then we can be proud that we were the ones who accomplished this dream. I have a few ideas. We can play of one of the themes of our state. Let's build a twin towers that form a grand canyon (with a glass walkway high above the city, so you can get the feeling of how impressive it is to look into the Canyon), or an aerospace design (to celebrate our strength of aerospace development) or a impressive Phoenix rising from the ashes, or a desert oasis (the largest man made waterfall falling from a building into a lush stream). And let's connect this oasis to many others. Let's improve our parks, especially downtown. Let's make them beautiful and world-class. Let's also build museums and art. Let's build a museum of the west that will be known around the world. Let's connect parks throughout the Valley with bike/pathways. Let us be known as the healthiest large city in the World. Let's build our medical campus fast. IF WE BUILD IT, THEY WILL COME. This will be our greatest sustaining force in the state. Let's set aside, and buy all the blocks from 7th street to 7th AVE between Van Buren to Fillmore for Medical/Biomed Research and Development. Let's build a cancer center like we have never seen before. Let's be one of the top three medical center's in the world. While we are so excited about the opening of the convention center, let's start planning it's next expansion. Let's be one of the top 5 biggest convention centers (we are now 5th in population). Let's connect all the communities, and let's become one community where we can share our ideas and ways and become synergistic. I was born and raised here, but most people are from somewhere else. Let's unite as a great city. Let's convince Scottsdale they need to connect to the rail

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, January 18, 2009 10:19 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Sandra Nettles'

Email Address : 'sandra@deerval.com'

Subject : 'Suggested Resource'

Page : '/committee.cms?item=396'

Feedback :

'I would like to suggest a local resource for your

<http://www.mag.maricopa.gov/archive/DV/Links/Local/local.html> page. I provide anger management counseling in a group and individual setting. My web site is

<http://deerval.com/AngerManagement.htm>

Thanks!

Sandra Nettles, LCSW, MSSW'

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, January 18, 2009 5:37 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Adam Wuollet'

Email Address : 'adam.wuollet@gmail.com'

Subject : 'solar stimulus'

Page : '/detail.cms?item=9615'

Feedback :

'As President Obama vows to stimulate alternative energy I hope that we are aggressively pushing to become the solar energy capital of the world, for R&D, manufacturing, and supply. We have the most abundance of the world's greatest energy source, the sun. We need to do whatever it takes to attract funding (federal and private) and solar companies to our state. The endless, flat desert acreage in central and southern Arizona is an ideal place for solar production. This is one the biggest potential economic stimulants that we have, and we MUST seize the opportunity of unseen federal spending that will be seen soon. We should be the leader in developing even greater ways to capture the sun's energy. We may be able to accomplish what was published in the Scientific American Magazine - December 16, 2007, titled A Solar Grand Plan. '

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, January 29, 2009 4:00 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Martha'
Email Address : 'kmc108@mac.com'
Subject : 'permits'
Page : NULL
Feedback :
'Do I need a permit to add a gate to an existing fence?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, January 20, 2009 5:31 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Diane Bergman'
Email Address : 'dbergman@ci.elyo.az.us'
Subject : 'Project Closeout with AZ'
Page : '/display.cms'
Feedback :
'Need to know if the state of AZ has a form for capital project closeout - which wants info re: total pay to contractor; taxes; retainage, etc.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, January 20, 2009 11:00 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Brian Lizzet'
Email Address : 'brian.lizzet@tylin.com'
Subject : 'Unclear Section in MAG Specs'
Page : '/detail.cms?item=9687'
Feedback :
'Section 301: Subgrade Preparation, the opening description states: 301.1 DESCRIPTION: This section shall govern the preparation of natural, or excavated areas prior to the placement of sub-base material, pavement, CURBS and GUTTERS, DRIVEWAYS, SIDEWALKS, or other structures...

Then, under 301.7 Measurement: It states: '"...the area under concrete curb and gutter, sidewalk, concrete driveway entrances, and concrete alley entrances will not be included in this pay item."

This doesn't make sense to me. Please expand. Thank you.'

the south boundary of Utah to an intersection with the meridian of longitude one hundred fourteen degrees, two minutes, fifty-nine and twenty-five one-hundredths seconds west, being on the east boundary line of the State of Nevada; thence south along and with said meridian of longitude and the east boundary of said State of Nevada, to the center of the Colorado River; thence down the mid-channel of said Colorado River in a southern direction along and with the east boundaries of Nevada, California, and the Mexican Territory of Lower California, successively, to the place of beginning.

CIVIL ADVOCATE against BLACK PEONAGE:G. MINES '

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, February 10, 2009 2:47 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Roy Stryker'

Email Address : 'rstryker@oridian-services.com'

Subject : 'MAG Stndrds, 2009 Rev.'

Page : '/publications.cms'

Feedback :

'While inserting my 2009 Revisions I noted a possible error. Section 705, Table 705-1, Right column, bottom row. This originally read 0-15, it now reads 38000. ?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, February 08, 2009 4:27 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jack L Hayden'

Email Address : 'Jlja57@msn.com'

Subject : '2009 Revisions'

Page : '/about.cms'

Feedback :

'As a Senior Field Technician, with daily testing using MAG specifications; I never received the most current 2009 revision at address 10426 East Regal Drive Sun Lakes, AZ 85248 - on directory of Manual holder since October 2008. Please send out and bill or send order form request and is I overlooked any information you have sent, please resend.

Jack Hayden.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, February 23, 2009 11:34 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Russell Moore, PE'
Email Address : 'russ@piersonconstruction.com'
Subject : 'MAG Spec Interpretation/Intent'
Page : '/committee.cms?item=71'
Feedback :

'Is there a body/committee that interprets MAG specs for contractors/owners/engineers? At issue is Spec section 610.3 "Every precaution shall be taken to prevent foreign material from entering the pipe while it is being placed in the line. At all times when a pipe laying is not in progress, the open ends of the pipe line shall be closed by a water-tight plug or other means approved by the Engineer." I can be reached at 602-309-3305.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, February 17, 2009 3:43 PM
To: Jason Stephens
Subject: ****SPAM**** Feedback Received

Feedback received from 'CIVIL RIGHTS LITIGATION'
Email Address : 'turtlegm21@hotmail.com'
Subject : 'HOMELESSNESS & BLACK PEONAGE'
Page : '/employment.cms'
Feedback :
'Appellant’s Informal Brief

Applying IN FORMA PAUPERIS

CASE NO: 08-15410 D.C. 2: CV 06-02580 EHC/ECV

APPELLANT/PETITIONER:

G. MINES: CLASS-ACTION CONSIDERATION

SILENT PARTNERS of AMERICA

P.O. BOX 1703; PHNX, AZ 85001

VS.

UNITED STATES of AMERICA

AND OTHER NAMED DEFENDANTS.

JURISDICTIONS: DISTRICT of ARIZONA

1. ANOMALOUS JURISDICTION: Jurisdiction that is not granted to a court by statute, but that is INHERENT in the court's authority to GOVERN lawyers and other officers of the court, such as the power to issue a preindictment order suppressing illegally seized property.
2. CONCURRENT JURISDICTION: Jurisdiction that might be exercised simultaneously by more than one court over the same subject matter and within the same territory, a litigant having the right to choose the court in which to file the action.
3. FEDERAL JURISDICTION: the exercise of federal court authority. The area of study dealing with the jurisdiction of federal courts.
4. FEDERAL-QUESTION JURISDICTION: the exercise of federal court power claims arising under the U.S. CONSTITUTION, an act of Congress or a TREATY.
5. GENERAL JURISDICTION: A court's authority to hear a wide range of cases, civil and/or criminal that arise within its geographic area. A court's authority to hear all claims against a defendant, at a place of the defendant's domicile or the place of service, without any showing that a connection exists between the claims of a forum state.
6. PERSONAL JURISDICTION: A court's power to bring a person into its ADJUDICATIVE PROCESS; jurisdiction over a defendant's personal rights, rather than merely over property interests.
7. SUBJECT-MATTER JURISDICTION: jurisdiction over the NATURE OF THE CASE and type of RELIEF SOUGHT. The extent to which a court can rule on the CONDUCT of PERSONS or STATUS of things.
8. SUMMARY JURISDICTION: A court's jurisdiction in a summary proceeding. The court's authority to issue a judgment or order; such as a finding of contempt; without the necessity of a trial or other process. A court's power to make an order immediately, or without obtaining authority or referral or a formal trial or drawing a jury.
9. TERRITORIAL JURISDICTION: Jurisdiction over cases arising in or involving persons residing within defined TERRITORY; TERRITORY over which a GOVERNMENT, one of its courts, or one of its subdivisions has jurisdiction.
10. JURISDICTIONAL-FACT DOCTRINE: ADMINISTRATIVE LAW. The principle that if evidence is presented CHALLENGING the factual findings that can trigger an agency's action, then a court will review that facts to determine whether authority was warranted.

This is an APPLICATION FOR APPEAL IN FORMA PAUPERIS:

I am presently the appellant/LITIGATOR for this CLASS-ACTION CLAIM:

An AFRICAN-AMERICAN FEMALE citizen of the State of Arizona,

A U.S. citizen bringing a MONETARY CLAIM against; Defendants and APPELLEES:

The UNITED STATES of AMERICA

&

The STATE of ARIZONA

as well as:

U.S. Magistrate EDWARD C. VOSS

Judge Kristin HOFFMAN

Judge JONATHAN SCHWARTZ

Judge Cynthia CERTA

Attorney Consuelo LEON

An erroneous Glendale Police officer # 1302

This Civil action started as a small claim suit in Arizona SUPERIOR COURT as a LANDLORD-TENANT civil dispute. This is SUPERIOR COURT Case No: 2005: CV 010668 a \$3,480.21 monetary claim & cause of action there: landlord-tenant act ARS Title 33; Chapter 3; Article 33.

I was incarcerated incorrectly by the property managers rather than evicted thru proper measures: HIGHLAND VILLAS APARTMENTS

33-341. Termination of tenancies

- A. A tenancy from year to year terminates at the end of each year unless written permission is given to remain for a longer period. The permission shall specify the time the tenant may remain, and upon termination of such time the tenancy expires.
- B. A lease from month to month may be terminated by the landlord giving at least ten days notice thereof. In case of nonpayment of rent notice is not required.
- C. A tenant from month to month shall give ten days notice, and a tenant on a semimonthly basis shall give five days notice, of his intention to terminate possession of the premises. Failure to give the notice renders the tenant liable for the rent for the ensuing ten days.
- D. When a tenancy is for a certain period under verbal or written agreement, and the time expires, the tenant shall surrender possession. Notice to quit or demand of possession is not then necessary.
- E. A tenant who holds possession of property against the will of the landlord, except as provided in this section, shall not be considered a tenant at sufferance or at will:

My repetitive INCARCERATIONS lead to CONCURRENT CIVIL PRISONER’S COMPLAINT’S; 550/555: # P038380; #P049248; #P202962:

2 CV 05-01137-PHX-EHC-ECV which is still pending against the CITY of PHOENIX; 2 CV 05-01138-PHX-EHC-ECV a SEXUAL HARRASSMENT Civil Charge asking for INJUNCTIVE RELIEF…#8230;dismissed as frivolous with MISCELLANEOUS RELIEF by the MAGISTRATE VOSS.

These Claims were filed while in ESTRELLA JAIL SYSTEM in forma pauperism... until I was released & paid the necessary filed charges associated with LITIGATION. As I investigated & followed up these ALLEGATIONS, I discovered these accusations are made with regularity, so I continued to PURSUE JUSTICE in both SUPERIOR COURT of ARIZONA & FEDERAL COURT.

The Superior Court case no: 2005: CV 010668 was Judge Hoffman docket case. Dismissed without hearing on…#8230;INFINITE CALENDAR”.

I never received FINANCIAL RECOVERY. This loss reduced my ECONOMIC STATUES TO: HOMELESS, INDIGENT, TRANSIENT, and NO INCOME & D.E.S. FOOD STAMP BENEFITS RECIPIENT of only \$162.00 monthly.

This too happens all too often for (ETHNIC- CITIZENS) in Arizona.

An out-dated practice of BLACK PEONAGE: A system of forced labor based on debts incurred by workers. Peonage developed particularly in plantation economies, where employers forced laborers to buy from employer-owned stores, pay inflated prices, and stay in debt. : labor in a condition of servitude to extinguish a debt <the holding of any person to service or labor under the system known as peonage is abolished and forever prohibited —U.S. Code> MEXICAN PEOPNAGE: system of involuntary servitude based on the indebtedness of the laborer (the peon) to his creditor. It was prevalent in Spanish America, especially in Mexico, Guatemala, Ecuador, and Peru. The system arose because labor was needed to support the agricultural, industrial, mining, and public-works activities of the conquerors and settlers in the Americas. With the Spanish conquest of the West Indies, the encomienda, establishing proprietary rights over the natives, was instituted. In 1542 the New Laws of Bartolemé de Las Casas were promulgated, defining natives as free subjects of the king and prohibiting forced labor. Black slave labor and wage labor were substituted. Since the natives had no wage tradition and the amount paid was very small, the New Laws were largely ignored. To force natives to work, a system of the repartimiento [assessment]

and the mita was adopted; it gave the state the right to force its citizens, upon payment of a wage, to perform work necessary for the state. In practice, this meant that the native spent about one fourth of a year in public employment, but the remaining three fourths he was free to cultivate his own fields and provide for his own needs. Abuses under the system were frequent and severe, but the repartimiento was far less harsh and coercive than the slavery of debt peonage that followed independence from Spain in 1821. Forced labor had not yet included the working of plantation crops—sugar, cacao, cochineal, and indigo; their increasing value brought greater demand for labor control, and in the 19th cent. The cultivation of other crops on a large scale required a continuous and cheap labor supply. To force natives to work, the plantations got them into debt by giving advances on wages and by requiring the purchase of necessities from company-owned stores. As the natives fell into debt and lost their own land, they were reduced to peonage and forced to work for the same employer until his debts and the debts of his ancestors were paid, a virtual impossibility. He became virtually a serf, but without the serf's customary rights. In Mexico a decree against peonage was issued in 1915, but the practice persisted. Partly to alleviate it, Lázaro Cárdenas instituted the ejido in 1936. In that year, too, debt peonage was abolished in Guatemala. In the United States after the Civil War, peonage existed in most Southern states as it had in the Southwest after its acquisition from Mexico. Not only blacks and Mexicans but whites as well found themselves enmeshed. By 1910 court decisions had outlawed peonage, but as late as 1960 some sharecroppers in Southern states were pressured to continue working for the same master to pay off old debts or to pay taxes, which some states had levied to preserve the sharecropping system.

See L. B. Simpson, the Encomienda in New Spain (1950); J. F. Bannon, Indian Labor in the Spanish Indies (1966).

I charge that the Arizona legal system actively participate in this SUB-STANDARD CLASS, DE-HUMANIZING, ECONOMIC-SERVITUDE PRACTICE. At this point I would like to RE-STATE a POINT of CONTENTION...

No Government or the Administrative DIVISION of a CIVILIZED GOVERNMENT can... Knowingly, Willingly and Actively... Adhere and or Support the... deliberate IMPOVERISHMENT of any of its CITIZENS, (unless exemption agreed upon by NATURE); Nature here is DEFINED as GENETICS, and differs from belief and or ISM.

Here we argue OUR FIRST AMENDMENT RIGHTS;

The PROTECTION of our PERSONAL BELIEFS, OPINIONS and ACTIONS stemming from such; all PERSONAL BELIEFS ARE NOT THE SAME... many cultural PERSONAL BELIEFS DIFFER. This is a present today RACIST custom enforced here in ARIZONA, by the lawyers, judges, police officers and the like. I argue that upon filing prisoner's complaints, federal judges... prescreen... the civil complaint. It may or may not be heard; PPS are common place in the District of Arizona FEDERAL COURTS.

It is the very reason for my/OUR (CLASS-ACTION COMPLAINT) to ARGUE as an AGGREGATE, AMASSED, COLLECTIVE... to be heard & resolve this SOCIAL ISSUE hidden in Arizona behind IMMIGRATION ISSUES. I/WE allege this RACIST practice involves SEXUAL HARASSMENT CHARGES.

This civil claim was dismissed by U.S. FEDERAL JUDGES EARL H. CARROLL & U.S. Magistrate EDWARD C. VOSS on the grounds that...

Complaints lack merit entirely;... failure to state claim;...

A CLAIM is defined as a demand for money, property, or enforcement of a right provided by law; to make a demand to be honored given a favorable ruling by legal authorities for money due, for property, from damages or for enforcement rights. A claim against a governmental agency is any time one believes him she has a right to payment from the government or on an unpaid contract with a government agency, city, county, state and or school district... the first step is to file a written claim according to laws.

Tort Claims Act: a federal or State Act which under certain conditions, waives governmental immunity and allows lawsuits by people who claim they have been HARMED from WRONGFUL ACTS, including NEGLIGENCE, DISREGARD, ABUSE, MISUSE, CORRUPTION, EXPLOITATION, DERELICTION, INJURY, LIABILITY, IRRESPONSIBILITY, ANGUISH, MISCONDUCT, DEBASEMENT,

MISBEHAVIOR, intentional AFFLICTION, & Non-OBSERVANCE, by governmental duties from agencies or their EMPLOYEES. These acts also establish the procedure by which such claims are made.

FEDERAL TORT CLAIMS ACT: a statute 1948 which remove the power of the federal government to claim immunity from a lawsuit for damages due to negligent or intentional injury by a federal employee in the scope of his/her work and or duties for the government. It also established a set of regulations and format for making claims, giving jurisdiction to federal district courts. Our CLASS-ACTION TORT CLAIMS are:

1. INTENTIONAL TORT CLAIM: false imprisonment.
2. INTENTIONAL TORT CLAIM: injury to right shoulder
3. PERSONAL TORT CLAIM: retaliation.
4. CONSTITUTIONAL TORT CLAIM: double jeopardy.
5. QUASI-TORT CLAIM: false imprisonment.
6. PERSONAL TORT CLAIM: confiscated & destroyed personal property.
7. CONSTITUTIONAL TORT CLAIM: infringement on rights to access court
8. CONSTITUTIONAL TORT CLAIM: RIGHT TO PRIVACY
9. CONSTITUTIONAL TORT CLAIM: Conspiracy to OPPRESS
10. ECONOMIC TORT CLAIM: CONSPIRACY to OPPRESS

The District of ARIZONA Federal Court DISMISSAL stated that ... judges are absolutely immune from 1983 suits for damages for their judicial acts" 8230;..Immunity is said to be exemption from penalties, payment or legal requirements, granted by authorities or statutes. Exemption from normal legal duties, penalties, or liabilities, granted to a special group of people. Exemption from legal prosecution, but here I ask...

How can anyone have IMPUNITY from a WRONGFUL ACT..? ; Under what CIRCUMSTANCES does this exists.....

Generally there are three types of immunity at LAW: 1. a promise not to prosecute for a crime in exchange for information or testimony in a criminal matter, granted by the prosecutors, a judge, a grand jury or an investigative legislative committee 2. Public officials' protection from liability for their decisions. 3. Governmental or sovereign immunity which protects government agencies from lawsuit unless the government agreed to be sued. 4. Diplomatic immunity which foreign ambassadors from most U.S. criminal laws. Governmental Immunity: the doctrine from common law that no governmental body can be sued unless it gives permission. This protection resulted in terrible injustice, since public hospitals, government drivers and other employees could be negligent with impunity from judgment.

The Federal Tort Claims Act and state waivers of immunity with specific claims systems have negated this rule, which stemmed from the days when kings set prerogatives.

Now I want to address"CONSEQUENCES: the effects, results or outcome of something occurring; an act or instance of following something as an effect, result and or outcome; the conclusion reached by a line of reasoning; an inference, important or significance" 8230;as a matter of fact"important in rank or position; distinction: a man of great consequences; as a result of; on account of; hence, aftereffect, aftermath, fallout, repercussion, consequential.

Here I imply "COST of Consequence. The price paid to acquire, produce, accomplish or maintain anything; an outlay or expenditure of money, time, labor, trouble, etc" a SACRIFICE, loss or penalty paid; to result in or entail to of loss; to cause to lose or SUFFER; toll or expenses; to entail; to cause to pay or SACRIFICE" MONEY DUE,

ALLOWED, OR INCURRED.

The lower courts JUDGMENT or dismissal stated "FAILURE to STATE CLAIM; OUR CLASS-ACTION CLAIM was SPECIFIC to STATE UNEQUIVOCAL Amounts of MONETARY DAMAGES, and Specific about the type of DAMAGES to be AWARDED.

Because of the NATURE of this Civil Rights Claim;

We asked Compensatory, Exemplary, and Punitive DAMAGES for personal loss in the amounts of \$721,853.65 from each of the defendants HOFFMAN, CERTA, and LEON in their personal and official capacity.

We asked Compensatory, Consequential, General and PUNITIVE DAMAGES for Vicarious and ECONOMIC LOSSES in the amount of \$14,721,853.17 from U.S. Magistrate VOSS, Judge SCHWARTZ, & unknown POLICE OFFICERS in their personal and official capacity.

This dismissal also makes reference to "Regardless of the judge's status in the judicial hierarchy, a judge has absolute immunity for acts performed in the judge's official capacity; he/she also mention; conduct is INTIMATELY ASSOCIATED with;.....

I infer from this that MISCONDUCT and INCORRECT JUDICIAL BEHAVIOR configures an ALLEGIANCE or an OBLIGATION of some kind; I find that the legal system here in ARIZONA is VOID of MORAL and ETHICAL CHARACTER and;

Seem to enjoys a PRIVILEGE of abusage and maltreatment of others.

We ask for SPECIAL DAMAGES in this Civil Action CLAIM; because of the SOCIAL NATURE of this MONETARY CLAIM.

The Federal Rules of Civil Procedures Rule 9. Pleading Special Matters: (g) Special Damages. If an item of special damage is claimed, it must be specifically stated.

We asked class-action special damages, special compensatory damages, reconstructive and reconciling damages. We SUBMITTED PROPOSAL Demands for GRANTS and/or state funding for;

SAN MIQUEL UNIVERSITY; CHEYENNE UNIVERSITY; COMMUNITY ETHNIC-LIBRARY; COMMUNITY TECHNICAL LIBRARY;

3 MEGA HOMELESS CENTERS and a UNIVERSITY MEDICAL HEALTH CARE for the HOMELESS.

These are specific and unequivocal in NATURE.

These stipulations are Reasonable, Reconstructive, Reconciling for a

CIVIL RIGHTS CLAIM, straightforward and uncontestable; given the TRUTH of this CLAIM.

Our CLASS-ACTION REMEDIES INCORPORATES a PERMANENT INJUNCTION to RELIEVE for the HARM, and MISTREATMENT Suffered by the ETHNIC MEN & WOMEN of ARIZONA; and to be eliminated from a personal need to VICTIMIZE & ACT-OUT by way of LAW; A Social theory of a PUNITIVE ECONOMIC STRATEGY related to RACE, SEX & CLASS...

Reconstructive & Reconciling Damages:

January 17, 2007 Stating Demands for Relief by the Plaintiff CLASS-ACTION REMEDY \$\$\$PERMANENT MONETARY RESTORATION LEGAL SETTLEMENT PERSONAL, PRIVATE and COMMUNITY ISSUES Considerations Concerns and Scope of REMEDY: Constitutional Support-Agree to Disagree The Spirit of the American Law :

(THIS NEW SOCIAL AGREEMENT is BEFITTING to ETHNIC-AMERICANS: ETHNIC is CHARACTERIZED to be non-CAUCASIAN in CULTURE, HERITAGE, GENETICS and or NATURE.)

These considerations are applicable to me the plaintiff, my/our marriages, my/our

families, the ECONOMIC-class-I represent, and my relationships to the Maricopa County Arizona Community area.

1. Autonomy for Situational Analysis & Self-Determination. Protection from UNCONSCIONABILITY. (An area of contract law described to guard against awful, unreasonable, and excessive, beyond and exorbitant behavior or actions). Aegis from disharmonious judgments and/or acknowledgments. Assurance from Unscrupulous and potentially harmful Undue Influence. Protection from Duress, Coercion, Compulsion or Forcibility from unacceptable, unsatisfactory

Non-compliance,

choices or judgments.

(Dominant/Subservient cultural concerns).

2. Communication Issues & Networking Concerns: No Pursuits, Annoyances, Antagonisms or Retaliations, Comebacks or Backlashes to discordant and to Disagreeable reactions or responses.

(Dominant/Subservient Cultural concerns.)

3. Environmental Concerns: E P A & FDA Considerations. Human Health and Well-Being Top Priority. E P A Laws & Regulations Enforced. Exclusion from Toxic Methods of Coercion for Non-Compliance. No steroids, toxicants, poisons, pesticides, pollutants, radiation, Or radio-active matter; of any kind; known or unknown. For persuasion or indebtedness.

(Dominant/Subservient cultural concerns).

4. Anonymity and nameless: AMICABLE & AMITY Settlement Agreement: Goodwill-Good for Good Sake An attitude of kindness or friendless: Benevolence. Cheerful acquiescence or willingness. A good-relationship, As of a business enterprise with its customers, a nation Or with other nations and different heritage cultures.

5. Marriage PRIVACY Issues: Internal & External Privacy granted and reassured by American and Arizona Law. Internal consideration: Personal private life Protected By Law (MAY I ADD TO INSURE AND DELIVERY A GOD- GIVEN RIGHT). Elimination of non-permissible information not privy Or consented to. (Not open to outside exposure). External consideration: only information pertinent, relevant And permissible by law given to the American public as in The freedom of information act.

6. Insulation from deliberate & strategic interference with OUR MARRIAGES, FAMILIES, Relationships, CHILDREN & CULTURAL Beliefs.

We Request Investment & Development in our Children's future for Our inevitable Destiny. No P.O.'s or M.I.A.'s. No estrangement routines. No All or Nothing routines. Permanent & Final Re-Uniting of estranged LOVE-ones

(Dominant/Subservient cultural concerns).

7. Employment Issues: NO Barriers to Entry. NO Restraint Of Trade, Business or Careers. Labor Laws Acknowledged and Enforced. Legitimate Employment Opportunities and Businesses when Genuine, Capable And Contributing Concerns is demonstrated. Sexual Harassment and Prostitution LAWS STRICTLY Enforced. All Employment Platonic in Nature.

(Dominant/Subservient cultural concerns).

8. The ASSURANCE & AGREEMENT CONTRACT: SECURITY CONCERNS: No Financial Sanctions or Exporting Restrictions of Trade or Career. Permanent & Full RESTORATION Restitution is NON-retractable. once all outstanding Issues have been address.

The KING/CHAVEZ AGREEMENT

WE argue"CONTENT OF OUR CHARACTER".....

Notice to the ARIZONA Community: This KING/CHAVEZ AGREEMENT is EFFECTIVE to who ever

MERITS its APPLICATION; the Calvin GOODE Agreement applies to whom ever WARRANTS it. These NEW SOCIAL TERMS are designed to TERMINATE the INDEFINITE NATURE of our present SOCIAL-ORDER.

Our accusations, allegations and assertions of a

CONSPIRACY to OPPRESS

;alleging ;.

;A WHITE WOMAN NETWORK;

;..Consisting of

;Professional White female CONSPIRATORS;

and other contacts in the legal Community.

A Permanent Injunctive Relief requested against this RACIST practice, custom, habit, and impulsion is included in this CLASS-ACTION REMEDY which CONSTITUTES a new SOCIAL-AGREEMENT.

We ask COMPENSATION & RESTORATION to RECOVER LOSS from CASUALTY, DEPRIVATION, DESTITUTION, IMPAIRMENT, DAMAGES, FORFEITURE, HARDSHIPS and SACRIFICES... ENDURED by the ETHNIC-CITIZENS of Arizona due to IMMIGRATION ISSUES.

A letter of CAREER DISCRIMINATION by the litigating APPELLANT:

I was born GWENDOLYN MINES;July 21, 1953.

SOCIAL SECURITY NUMBER: 297-52-1932.

OHIO DR # RJ 858588 & ARIZONA DR # DO4253369

August 14, 2006 I LEGALLY changed my name to: G. Vanessa GRAYCE MINES in ARIZONA Superior Court Case No: CV 2006-010986. I am an ALUMNUS of CLEVELAND STATE UNIVERSITY, since MARCH 1988. I've EARNED A BACHELOR of BUSINESS ADMINISTRATION (BBA) MAJORING in both BUSINESS ECONOMICS & COST ACCOUNTING.

I am presently ;.HOMELESS, INDIGENT, NO INCOME, NO ASSETS;. only a career of EMPLOYMENT APPLICATIONS. With this ;.CIVIL ACTION CLAIM against the United States of America, and my assertion of;. CONSPIRACY to OPPRESS; I find that my situation is by DESIGN with NO GENUINE chance of EQUAL EMPLOYMENT OPPORTUNITY, therefore, my PERSONAL MONETARY RESTORATION as a CLAIMANT in this SPECIAL DAMAGE CLAIM;.is to be the SUPERINTENDENT of PHNX SCHOOLS in ARIZONA, and a (MANAGING ADMINISTRATIVE-TEACHER and INSTRUCTOR) for a lifetime of PROFESSIONAL DISCRIMINATION leveled against me.

I need to address this SPECIFICALLY in my CIVIL-ACTION CLAIM, charging Job Discrimination against our U.S. GOVERNMENT.

A REQUEST & CHALLENGE to the COURTS:

Due to the NATURE of my Case I MUST argue my DEFICIENCY.

I DECLARE that I AM MONETARILY OPPRESSED by DESIGN which;

CONSTITUTE ;;

I Will NOT PROSTITUE myself to LITIGATE this MATTER and SOCIAL ISSUE. Declaration of DEFICIENCIES:

1. The state of being deficient; lack; incompleteness; insufficiency.

2.

The amount lacked; a deficit.

I PETITION the DISTRICT of ARIZONA and the COURT of APPEAL,

9th Circuit PLEADING….. “IN FORMA PAUPERIS”……DUE to the SUBJECT MATTER, it is the ONLY way I can PROTEST my CIRCUMSTANCES.

The POSTAGE & CLERICAL COSTS associated with this PROTEST….is beyond my means…I am unable to ABSORB the costs as a HOMELESS plaintiff & LITIGATOR. I Will NOT PROSTITUTE myself to LITIGATE this MATTER and SOCIAL ISSUE. I must service 8 DEFENDANTS; and 3 Circuit JUDGES. Because this SOCIAL MATTER NEVER went to TRIAL….transcripts is NOT APPLICABLE.

I am able to PRESENT ONLY ONE copy ….AN ORIGINAL APPEAL PACKAGE… to this 9th CIRCUIT COURT.

I ask ….SPECIAL CONSIDERATION in this DIRE and SPECIFIC CIRCUMSTANCE.

Sincerely & Earnestly

Plaintiff/LITIGATOR: G. Mines

of Silent Partners of AMERICA

Spokesperson for The AJ ROSS FOUNDATION &

The QUIET MAN CORPORATION

Case No: 08-15410 D.C.:2 CV 06-02580 EHC/ECV

OTHER RELATED CASES:

Case No: 2 CV 05-01137: CAUSE OF ACTION

CRUEL & UNUSUAL PUNISHMENT……. PENDING

Case No: 2 CV 05-01138: CAUSE OF ACTION

SEXUAL HARASSMENT…….MISCELLANEOUS RELIEF

Arizona Superior Court Case No: 2005 CV 010668: CAUSE OF ACTION

LANDLORD TENANT DISPUTE…..INFINITE CALENDAR

Arizona Superior Court Case No: 2006 CV 010986: my LEGAL NAME CHANGE

Asking that any and all RELATED ISSUES be CONSIDERED.

Including REMOVING any and all INTERFERENCE & OBSTRUCTION

From this CLASS-ACTION ISSUE.

An ADMINISTRATIVE-TEACHER: for a BETTER TOMORROW:

(My OUR HOPE for the FUTURE) : Proverbs 22:6 Train up a child in the way he…. (Should go), and when he is old he will not depart from it.

LITIGATOR..... G. MINES

GADSDEN TREATY

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION.

WHEREAS a treaty between the United States of America and the Mexican Republic was concluded and signed at the City of Mexico on the thirtieth day of December, one thousand eight hundred and fifty-three; which treaty, as amended by the Senate of the United States, and being in the English and Spanish languages, is word for word as follows:

IN THE NAME OF ALMIGHTY GOD:

The Republic of Mexico and the United States of America desiring to remove every cause of disagreement which might interfere in any manner with the better friendship and intercourse between the two countries, and especially in respect to the true limits which should be established, when, notwithstanding what was covenanted in the treaty of Guadalupe Hidalgo in the year 1848, opposite interpretations have been urged, which might give occasion to questions of serious moment: to avoid these, and to strengthen and more firmly maintain the peace which happily prevails between the two republics, the President of the United States has, for this purpose, appointed James Gadsden, Envoy Extraordinary and Minister Plenipotentiary of the same, near the Mexican government, and the President of Mexico has appointed as Plenipotentiary "ad hoc" his excellency Don Manuel Diez de Bonilla, cavalier grand cross of the national and distinguished order of Guadalupe, and Secretary of State, and of the office of Foreign Relations, and Don Jose Salazar Ylarregui and General Mariano Monterde as scientific commissioners, invested with full powers for this negotiation, who, having communicated their respective full powers, and finding them in due and proper form, have agreed upon the articles following:

ARTICLE I

The Mexican Republic agrees to designate the following as her true limits with the United States for the future: retaining the same dividing line between the two Californias as already defined and established, according to the 5th article of the treaty of Guadalupe Hidalgo, the limits between the two republics shall be as follows: Beginning in the Gulf of Mexico, three leagues from land, opposite the mouth of the Rio Grande, as provided in the 5th article of the treaty of Guadalupe Hidalgo; thence, as defined in the said article, up the middle of that river to the point where the parallel of 31° 47' north latitude crosses the same; thence due west one hundred miles; thence south to the parallel of 31° 20' north latitude; thence along the said parallel of 31° 20' to the 111th meridian of longitude west of Greenwich; thence in a straight line to a point on the Colorado River twenty English miles below the junction of the Gila and Colorado rivers; thence up the middle of the said river Colorado until it intersects the present line between the United States and Mexico.

For the performance of this portion of the treaty, each of the two governments shall nominate one commissioner, to the end that, by common consent the two thus nominated, having met in the city of Paso del Norte, three months after the exchange of the ratifications of this treaty, may proceed to survey and mark out upon the land the dividing line stipulated by this article, where it shall not have already been surveyed and established by the mixed commission, according to the treaty of Guadalupe, keeping a journal and making proper plans of their operations. For this purpose, if they should judge it necessary, the contracting parties shall be at liberty each to unite to its respective commissioner, scientific or other assistants, such as astronomers and surveyors, whose concurrence shall not be considered necessary for the settlement and of a true line of division between the two Republics; that line shall be alone established upon which the commissioners may fix, their consent in this particular being considered decisive and an integral part of this treaty, without necessity of ulterior ratification or approval, and without room for interpretation of any kind by either of the parties

contracting.

The dividing line thus established shall, in all time, be faithfully respected by the two governments, without any variation therein, unless of the express and free consent of the two, given in conformity to the principles of the law of nations, and in accordance with the constitution of each country respectively.

In consequence, the stipulation in the 5th article of the treaty of Guadalupe upon the boundary line therein described is no longer of any force, wherein it may conflict with that here established, the said line being considered annulled and abolished wherever it may not coincide with the present, and in the same manner remaining in full force where in accordance with the same.

ARTICLE II.

The government of Mexico hereby releases the United States from all liability on account of the obligations contained in the eleventh article of the treaty of Guadalupe Hidalgo; and the said article and the thirty-third article of the treaty of amity, commerce, and navigation between the United States of America and the United Mexican States concluded at Mexico, on the fifth day of April, 1831, are hereby abrogated.

ARTICLE III.

In consideration of the foregoing stipulations, the Government of the United States agrees to pay to the government of Mexico, in the city of New York, the sum of ten millions of dollars, of which seven millions shall be paid immediately upon the exchange of the ratifications of this treaty, and the remaining three millions as soon as the boundary line shall be surveyed, marked, and established.

ARTICLE IV.

The provisions of the 6th and 7th articles of the treaty of Guadalupe Hidalgo having been rendered nugatory, for the most part, by the cession of territory granted in the first article of this treaty, the said articles are hereby abrogated and annulled, and the provisions as herein expressed substituted therefor. The vessels, and citizens of the United States shall, in all time, have free and uninterrupted passage through the Gulf of California, to and from their possessions situated north of the boundary line of the two countries. It being understood that this passage is to be by navigating the Gulf of California and the river Colorado, and not by land, without the express consent of the Mexican government; and precisely the same provisions, stipulations, and restrictions, in all respects, are hereby agreed upon and adopted, and shall be scrupulously observed and enforced by the two contracting governments in reference to the Rio Colorado, so far and for such distance as the middle of that river is made their common boundary line by the first article of this treaty.

The several provisions, stipulations, and restrictions contained in the 7th article of the treaty of Guadalupe Hidalgo shall remain in force only so far as regards the Rio Bravo del Norte, below the initial of the said boundary provided in the first article of this treaty; that is to say, below the intersection of the 31° 47' 30" parallel of latitude, with the boundary line established by the late treaty dividing said river from its mouth upwards, according to the fifth article of the treaty of Guadalupe.

ARTICLE V.

All the provisions of the eighth and ninth, sixteenth and seventeenth articles of the treaty of Guadalupe Hidalgo, shall apply to the territory ceded by the Mexican Republic in the first article of the present treaty, and to all the rights of persons and property, both civil and ecclesiastical, within the same, as fully and as effectually as if the said articles were herein again recited and set forth.

ARTICLE VI.

No grants of land within the territory ceded by the first article of this treaty bearing date subsequent to the day-twenty-fifth of September-when the minister and subscriber to this treaty on the part of the United States, proposed to the Government of Mexico to terminate the question of boundary, will be considered valid or be recognized by the United States, or will any grants made previously be respected or be considered as

obligatory which have not been located and duly recorded in the archives of Mexico.

ARTICLE VII.

Should there at any future period (which God forbid) occur any disagreement between the two nations which might lead to a rupture of their relations and reciprocal peace, they bind themselves in like manner to procure by every possible method the adjustment of every difference; and should they still in this manner not succeed, never will they proceed to a declaration of war, without having previously paid attention to what has been set forth in article twenty-one of the treaty of Guadalupe for similar cases; which article, as well as the twenty-second is here reaffirmed.

ARTICLE VIII.

The Mexican Government having on the 5th of February, 1853, authorized the early construction of a plank and railroad across the Isthmus of Tehuantepec, and, to secure the stable benefits of said transit way to the persons and merchandise of the citizens of Mexico and the United States, it is stipulated that neither government will interpose any obstacle to the transit of persons and merchandise of both nations; and at no time shall higher charges be made on the transit of persons and property of citizens of the United States, than may be made on the persons and property of other foreign nations, nor shall any interest in said transit way, nor in the proceeds thereof, be transferred to any foreign government.

The United States, by its agents, shall have the right to transport across the isthmus, in closed bags, the mails of the United States not intended for distribution along the line of communication; also the effects of the United States government and its citizens, which may be intended for transit, and not for distribution on the isthmus, free of custom-house or other charges by the Mexican government. Neither passports nor letters of security will be required of persons crossing the isthmus and not remaining in the country.

When the construction of the railroad shall be completed, the Mexican government agrees to open a port of entry in addition to the port of Vera Cruz, at or near the terminus of said road on the Gulf of Mexico.

The two governments will enter into arrangements for the prompt transit of troops and munitions of the United States, which that government may have occasion to send from one part of its territory to another, lying on opposite sides of the continent.

The Mexican government having e agreed to protect with its whole power the prosecution, preservation, and security of the work, the United States may extend its protection as it shall judge wise to it when it may feel sanctioned and warranted by the public or international law.

ARTICLE IX.

This treaty shall be ratified, and the respective ratifications shall be exchanged at the city of Washington within the exact period of six months from the date of its signature, or sooner, if possible.

In testimony whereof, we, the plenipotentiaries of the contracting parties, have hereunto affixed our hands and seals at Mexico, the thirtieth (30th) day of December, in the year of our Lord one thousand eight hundred and fifty-three, in the thirty-third year of the independence of the Mexican republic, and the seventy-eighth of that of the United States.

JAMES GADSDEN,
MANUEL DIEZ DE BONILLA
JOSE SALAZAR YLARBEGUI
J. MARIANO MONTERDE,

And whereas the said treaty, as amended, has been duly ratified on both parts, and the respective ratifications of the same have this day been exchanged at Washington, by WILLIAM L. MARCY, Secretary of State of the United States, and SENOR GENERAL DON JUAN N. ALMONTE, Envoy Extraordinary and Minister Plenipotentiary of the Mexican Republic, on the part of their respective Governments:

Now, therefore, be it known that I, FRANKLIN PIERCE, President of the United States of

America, have caused the said treaty to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this thirtieth day of June, in the year of our Lord one thousand eight hundred and fifty-four, and of the Independence of the United States the seventy-eighth.

BY THE PRESIDENT:

FRANKLIN PIERCE,

W. L. MARCY, Secretary of State.

Source:

Statutes of the United States - Volume 10

Mexican Treaty Page
19th Century Page
Avalon Home Page

American Diplomacy Page
Avalon Home Page

ARTICLE 10 IN THE U S CONSTITUTION:G. MINES '

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, February 17, 2009 3:37 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'CLASS-ACTION LITIGATION'
Email Address : 'turtlegm21@hotmail.com'
Subject : 'SOCIAL REFORM of an INTIMATE NATURE'
Page : '/display.cms'
Feedback :
'Plaintiff: G Mines
October 21, 2008

PHX Vs. Case No: 2 CV 05-01137-ECH-JJM-

Defendants: The City of Phoenix, AZ

And other named defendants

A Statement by the Plaintiff

To the U.S. FEDERAL COURT SYSTEM:

I have been notified by the defense that A TRIAL DATE will be set to further ARGUE that PHOENIX CITY POLICE OFFICERS….ERIC BURKE AGGRESSIVELY and RANDALL GOINS…. PASSIVELY…. did indeed ….INJURY & CAUSED HARM to my RIGHT

SHOULDER…UNPROVOKED … UNDESERVED…..in the PERMFORMANCE of their …OFFICIAL DUTIES. I further allege that their ….PERSONAL BEHAVIOR is OFFICIALLY CONDONED by the POLICE DEPARTMENT. I have since discovered that the PHOENIX POLICE FIELD OFFICERS…work together with …the PHOENIX MUNICIPAL LOCAL COURT SYSTEM…..this is where … why a PHOENIX POLICE OFFICERS personal field behavior is officially ACKNOWLEDGE and or SUPPORTED.

Again, I am to report to: Phoenix Municipal Court RM 703 at 8:30 am November 12, 2008 Municipal case no: 3724138 to follow-up these allegations. I report … submit to the …U.S. FEDERAL COURT SYSTEM….documents pertaining to such. The Local Courts of Phoenix Arizona actively practice ….SUBTERFUGE…and I allege to the …HIGHER COURT SYSTEM….that many time these LOCAL LAW ENFORCEMENT AGENTS are merely a ….RUSE of LAW…….acting out …..ILLICIT ADULTEROUS BEHAVIOR in an OFFICIAL WAY. I filed this tort action against the City of PHOENIX; AZ April 2005….it is now October 2008.

In document #53 I charged that I am a …ECONOMIC HOSTAGE ….due to the LEGAL ENVIRONMENT of the DISTRICT of ARIZONA…..indeed this is difficult to PROVE, but TRUE…none the less.

I charge thatI am held HOSTAGE by an …AMERICAN IDEOLOGY…that RACE is VALUED … SEX is VALUED……that one GIVEN RACE is SUPERIOR to ANOTHER … one GIVEN GENDER is INFERIOR to ANOTHER, however, this AMERICAN IDEOLOGY does not ANSWER WHY…??? and this AMERICAN IDEOLOGY is ………..CONTRARY to OUR AMERICAN LAW.

I disagree with this BELIEF….that someone has worth or value, merely because of …RACE and or SEX. Worth and or Value are SUBJECTIVE concepts, and mostly a RESULT of….CONTRIBUTION. Any one RACE can CONTRIBUTE POSITIVELY, and any one Gender can do likewise. My Environment CONSTRICTS and LIMITS my CONTRIBUTION, despite of my ABILITIES to CONTRIBUTE. I am an AMERICAN -WOMAN of COLOR de-valued … restricted by this RUSE of LAW….present here in the …DISTRICT of ARIZONA, and throughout the COUNTRY.

I hold fast to MIDDLE-CLASS; HARD-WORK; Christian Values of…MORALITY, ETHICS … RESPONSIBILITY. These are PRINCIPLES which are …IMMEASURABLE…and I AGRUE that this present today…AMERICAN IDEOLOGY merely hold fast to the IDEA that…some only enjoy the BENEFITS of FAVOR … BIAS… which are again… CONTRARY to OUR AMERICAN LAW.

To the U.S. FEDERAL COURTS I submit these documents into evidence, and await further challenge from the DEFENSE ATTORNEY TEAM MEMBERS.

Sincerely … Earnestly

Plaintiff: G. Mines

P.O. BOX 1703; PHNX, AZ 85001

CASE NO: 2 CV 05-01137-ECH-JJM-PHX

Amendment 11 - Judicial Limits

The Judicial power of the United States shall not be construed to extend to any suit in law or equity, commenced or prosecuted against one of the United States by Citizens of another State, or by Citizens or Subjects of any Foreign State.

QUERY: Y NOT

Statement by the LITIGATOR:

A CHALLENGE of DISMISSAL:

LEGAL ARGUMENT: AGAINST dismissal of:

U.S. FEDERAL CASE NO: 2: CV 06-02580
ACTION AGAINST THE UNITED STATES of AMERICA

CLASS-ACTION LITIGATOR:MY LEGAL RESEACH:

TO ADHERE TO A LAW IS TO ENSURE ITS PROTECTION:

TO CIRCUMVENT A LAW IS TO OPERATE OUTSIDE ITS PROTECTION.

COMMON LAW: THE TRADITION THAT A SINGLE BODY OF LAW(S) REPRESENT VALID JUDICIAL INTERPRETATION OF CUSTOMARY RULES OF ACTIONS.

JURISPRUDENCE: IS THE SCIENCE OF LAW: THE EXAMINATION & CLASSIFICATIONS OF LEGAL IDEAS, THEORIES, ANALYSES, PHILOSOPHIES & POLITICS.

NATURE LAW & NATURE RIGHTS: THEORIES OF PRIVATE & PUBLIC MORALITY. NATURAL RIGHTS PHILOSOPHY ASSERTS RULES GOVERNING HUMAN BEHAVIOR DERIVED FROM HUMAN CAHRACTERISTICS OF HUMAN NATURE COMMON TO ALL & THE MORAL AUTHORITY TO DO CERTAIN ACTS.

THE AMERICAN LAW EXAMINES:

Intent: n. mental desire and will to act in a particular way, including wishing not to participate. Intent is a crucial element in determining if certain acts were criminal. Occasionally a judge or jury may find that 'there was no criminal intent.' Example: lack of intent may reduce a charge of manslaughter to a finding of reckless homicide or other lesser crime.

Deuteronomy 19:14-21

14 Thou shalt not remove thy neighbour's landmark, which they of old time have set in thine inheritance, which thou shalt inherit in the land that the LORD thy God giveth thee to possess it.

15 One witness shall not rise up against a man for any iniquity, or for any sin, in any sin that he sinneth: at the mouth of two witnesses, or at the mouth of three witnesses, shall the matter be established.

16 If a false witness rise up against any man to testify against him that which is wrong; 17 Then both the men, between whom the controversy is, shall stand before the LORD, before the priests and the judges, which shall be in those days;

18 And the judges shall make diligent inquisition: and, behold, if the witness be a false witness, and hath testified falsely against his brother;

19 Then shall ye do unto him, as he had thought to have done unto his brother: so shalt thou put the evil away from among you.

20 And those which remain shall hear, and fear, and shall henceforth commit no more any such evil among you.

21 And thine eye shall not pity; but life shall go for life, eye for eye, tooth for tooth, hand for hand, foot for foot.

ARIZONA'S CONSTITUTION: 1. ARTICLE ONE:STATE BOUNDRIES:
Designation of boundaries

Section 1. The boundaries of the State of Arizona shall be as follows, namely: Beginning at a point on the Colorado River twenty English miles below the junction of the Gila and Colorado Rivers, as fixed by the Gadsden Treaty between the United States and Mexico, being in latitude thirty-two degrees, twenty-nine minutes, forty-four and forty-five one-hundredths seconds north and longitude one hundred fourteen degrees, forty-eight minutes, forty-four and fifty-three one -hundredths seconds west of Greenwich; thence along and with the international boundary line between the United States and Mexico in a southeastern direction to Monument Number 127 on said boundary line in latitude thirty-one degrees, twenty minutes north; thence east along and with said parallel of latitude, continuing on said boundary line to an intersection with the meridian of longitude one hundred nine degrees, two minutes, fifty-nine and twenty-five one-hundredths seconds west, being identical with the southwestern corner of New Mexico; thence north along and with said meridian of longitude and the west boundary of New Mexico to an intersection with the parallel of latitude thirty-seven degrees north, being the common corner of Colorado, Utah, Arizona, and New Mexico; thence west along and with said parallel of latitude and

Kelly Taft

From: michael hinz [michaelhinz@cox.net]
Sent: Tuesday, March 03, 2009 2:03 PM
To: 'Fred Erickson'; albrown18@cox.net; bcsinvest@cox.net; Camilo.acosta@cableone.biz; cthurman@woodpatel.com; ctamarkin@cox.net; cdanzeisen@prodigy.net; ChadBlostone@cox.net; cpboettcher@cox.net; diane@mtparkranch.org; jack.sellers@cox.net; jimpwesley@cox.net; loallison@lbidc.com; laurelarndt@gmail.com; jimprendergast20@hotmail.com; lisa@lisabray.com; mpgood415@hotmail.com; peggyeastburn@hotmail.com; sandy.bahr@sierraclub.org; steve@barclaylegal.com; tamalad@cox.net; timothy1jrb@yahoo.com; ttatte@kyrene.org; weslines@msn.com; woodfin.thomas@gmail.com
Cc: Amy.Edwards@hdrinc.com; Ben.Spargo@hdrinc.com; william.vachon@fhwa.dot.gov; Bob Hazlett; briiana.leon@phoenix.gov; dhoward@policydevelopmentgroup.com; don.herp@phoenix.gov; dnintzel@azdot.gov; froehrich@azdot.gov; heather.honsberger@hdrinc.com; Jack.Allen@jacobs.com; Janet.Gonzalez@hdrinc.com; Kelly Taft; khitt@policydevelopmentgroup.com; mhollowell@azdot.gov; MBurdick@azdot.gov; michael.book@hdrinc.com; mbruder@azdot.gov; NWilcox@azdot.gov; peno@azdot.gov; raimundo.dovalina@phoenix.gov; Roger Roy; sstewart@azdot.gov; scott.stapp@hdrinc.com; Steven.Johnson@gric.nsn.us; thomas.remes@phoenix.gov; TTait@azdot.gov; tcorder@criticalpublicrelations.com; Wayne.nelson@gric.nsn.us; tk@kca-inc.com
Subject: ****SPAM**** RE: Parkway/Freeway Article

Greetings;

ADOT initially claimed, without hesitation, that a parkway was not viable for their transportation needs. Further ADOT and MAG maintained that a parkway was not within the scope of their studies. If these groups are moving to compromise that position, it is clear they are again meeting and the team needs to be called into session.

From: Fred Erickson [mailto:fred@kca-inc.com]
Sent: Monday, March 02, 2009 5:00 PM
To: albrown18@cox.net; bcsinvest@cox.net; Camilo.acosta@cableone.biz; cthurman@woodpatel.com; ctamarkin@cox.net; cdanzeisen@prodigy.net; ChadBlostone@cox.net; cpboettcher@cox.net; diane@mtparkranch.org; jack.sellers@cox.net; jimpwesley@cox.net; loallison@lbidc.com; laurelarndt@gmail.com; jimprendergast20@hotmail.com; lisa@lisabray.com; michaelhinz@cox.net; mpgood415@hotmail.com; peggyeastburn@hotmail.com; sandy.bahr@sierraclub.org; steve@barclaylegal.com; tamalad@cox.net; timothy1jrb@yahoo.com; ttatte@kyrene.org; weslines@msn.com; woodfin.thomas@gmail.com
Cc: Amy.Edwards@hdrinc.com; Ben.Spargo@hdrinc.com; william.vachon@fhwa.dot.gov; bhazlett@mag.maricopa.gov; briiana.leon@phoenix.gov; dhoward@policydevelopmentgroup.com; don.herp@phoenix.gov; dnintzel@azdot.gov; froehrich@azdot.gov; heather.honsberger@hdrinc.com; Jack.Allen@jacobs.com; Janet.Gonzalez@hdrinc.com; ktaft@mag.maricopa.gov; khitt@policydevelopmentgroup.com; mhollowell@azdot.gov; MBurdick@azdot.gov; michael.book@hdrinc.com; mbruder@azdot.gov; NWilcox@azdot.gov; peno@azdot.gov; raimundo.dovalina@phoenix.gov; rroy@mag.maricopa.gov; sstewart@azdot.gov; scott.stapp@hdrinc.com; Steven.Johnson@gric.nsn.us; thomas.remes@phoenix.gov; TTait@azdot.gov; tcorder@criticalpublicrelations.com; Wayne.nelson@gric.nsn.us; tk@kca-inc.com
Subject: Parkway/Freeway Article

Good Afternoon All,

I hope this message finds all of you well. Attached in an article by Doug Murphy from the Ahwatukee Foothills News regarding the proposed South Mountain Freeway. Please contact us with any questions.

Thanx
 Fred & Tom
 (480) 705-8444

6/24/2009

Kelly Taft

From: michael hinz [michaelhinz@cox.net]
Sent: Wednesday, March 04, 2009 4:07 PM
To: 'Fred Erickson'; albrown18@cox.net; bcsinvest@cox.net; Camilo.acosta@cableone.biz; cthurman@woodpatel.com; ctamarkin@cox.net; cdanzeisen@prodigy.net; ChadBlostone@cox.net; cpboettcher@cox.net; diane@mtparkranch.org; jack.sellers@cox.net; jimpwesley@cox.net; loallison@lbidc.com; laurelarndt@gmail.com; jimprendergast20@hotmail.com; lisa@lisabray.com; mpgood415@hotmail.com; peggyeastburn@hotmail.com; sandy.bahr@sierraclub.org; steve@barclaylegal.com; tamalad@cox.net; timothy1jrb@yahoo.com; ttatte@kyrene.org; weslines@msn.com; woodfin.thomas@gmail.com
Cc: tk@kca-inc.com; Amy.Edwards@hdrinc.com; Ben.Spargo@hdrinc.com; william.vachon@fhwa.dot.gov; Bob Hazlett; briiana.leon@phoenix.gov; dhoward@policydevelopmentgroup.com; don.herp@phoenix.gov; dnintzel@azdot.gov; froehrich@azdot.gov; heather.honsberger@hdrinc.com; Jack.Allen@jacobs.com; Janet.Gonzalez@hdrinc.com; Kelly Taft; khitt@policydevelopmentgroup.com; mhollowell@azdot.gov; MBurdick@azdot.gov; michael.book@hdrinc.com; mbruder@azdot.gov; NWilcox@azdot.gov; peno@azdot.gov; raimundo.dovalina@phoenix.gov; Roger Roy; sstewart@azdot.gov; scott.stapp@hdrinc.com; Steven.Johnson@gric.nsn.us; thomas.remes@phoenix.gov; TTait@azdot.gov; tcorder@criticalpublicrelations.com; Wayne.nelson@gric.nsn.us
Subject: ****SPAM**** RE: South Mountain Freeway Article

Clearly the meetings and talks between MAG and ADOT are very significant. The questions I had yesterday are even more in evidence with this article.

If ADOT and MAG are meeting and the dynamic of the roadway is again in play, ADOT has a duty to reconvene with SMCAT and lay out the agenda and potential

Michael

From: Fred Erickson [mailto:fred@kca-inc.com]
Sent: Wednesday, March 04, 2009 2:52 PM
To: albrown18@cox.net; bcsinvest@cox.net; Camilo.acosta@cableone.biz; cthurman@woodpatel.com; ctamarkin@cox.net; cdanzeisen@prodigy.net; ChadBlostone@cox.net; cpboettcher@cox.net; diane@mtparkranch.org; jack.sellers@cox.net; jimpwesley@cox.net; loallison@lbidc.com; laurelarndt@gmail.com; jimprendergast20@hotmail.com; lisa@lisabray.com; michaelhinz@cox.net; mpgood415@hotmail.com; peggyeastburn@hotmail.com; sandy.bahr@sierraclub.org; steve@barclaylegal.com; tamalad@cox.net; timothy1jrb@yahoo.com; ttatte@kyrene.org; weslines@msn.com; woodfin.thomas@gmail.com
Cc: tk@kca-inc.com; Amy.Edwards@hdrinc.com; Ben.Spargo@hdrinc.com; william.vachon@fhwa.dot.gov; bhazlett@mag.maricopa.gov; briiana.leon@phoenix.gov; dhoward@policydevelopmentgroup.com; don.herp@phoenix.gov; dnintzel@azdot.gov; froehrich@azdot.gov; heather.honsberger@hdrinc.com; Jack.Allen@jacobs.com; Janet.Gonzalez@hdrinc.com; ktaft@mag.maricopa.gov; khitt@policydevelopmentgroup.com; mhollowell@azdot.gov; MBurdick@azdot.gov; michael.book@hdrinc.com; mbruder@azdot.gov; NWilcox@azdot.gov; peno@azdot.gov; raimundo.dovalina@phoenix.gov; rroy@mag.maricopa.gov; sstewart@azdot.gov; scott.stapp@hdrinc.com; Steven.Johnson@gric.nsn.us; thomas.remes@phoenix.gov; TTait@azdot.gov; tcorder@criticalpublicrelations.com; Wayne.nelson@gric.nsn.us
Subject: South Mountain Freeway Article

Good Afternoon All,

6/24/2009

Attached is an article from the Arizona Republic regarding the decision on the South Mountain Freeway. I have attached the PDF version of the article. Here is the link to the same article on AZCentral.com.

<http://www.azcentral.com/community/ahwatukee/articles/2009/03/04/20090304ar-smfreeway0306.html>

Please contact us with any questions.

Thanx
Fred & Tom
(480) 705-8444

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, March 13, 2009 4:11 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jim Cooper'
Email Address : 'jcooper@kccmail.com'
Subject : 'Employment Statistics'
Page : '/display.cms'
Feedback :

'Do you know where I can find annual non-farm payroll statistics from 1970 to present?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, March 03, 2009 10:55 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'James'
Email Address : 'jdd0080@unt.edu'
Subject : 'Summer 2009'
Page : '/about.cms'
Feedback :

'To whom it may concern,
I am an undergraduate soon to be graduate student at the University of North Texas. This summer I am moving to Maricopa County after completing my Bachelors of Science in May. My field of study is Geography with coursework driven towards Economic Development, City Development, Transportation, and Environmental/Earth Science areas. Urban Geography is the area in which I have the highest interest.

My interest with the Maricopa Council of Governments pertains to the desire for employment should such a relevant position open this summer or proceeding months. I also would like to know more information regarding concepts and ideals the MAG has for Planning and GIS related expertise, should any information become available.

I am also working on a current theoretical design concept for a modification to the current highway/intersection system in place across the United States. Data collection and surveys pertaining to the theory are in motion. Among this, I have many other theories of similar significance. If you would like to know more please contact me to discuss this.

Lastly, I have 1 year of prior experience as a GIS Technician from PepsiCo located in Plano, Tx. I would apply for the Planner II position as it interests me the most, however 3-5 years of prior experience in the field is something I do not possess at this time.

Please contact me with any questions or comments as they would be greatly appreciated. Thank you for your time.

James J Dam III'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, March 16, 2009 9:04 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'JC Collins'

Email Address : 'americaneagle2025@yahoo.com'

Subject : 'MAG Regional Bike Map'

Page : '/detail.cms?item=4643'

Feedback :

'Would it be possible to receive a copy of the MAG Regional Bike Map by mail? My address is: JC Collins. 26630 S Drifter Dr. Sun Lakes AZ 85248. Thank you kindly. JC'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, March 16, 2009 10:19 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Andrew Renner'

Email Address : 'andrew.renner@lithotechaz.com'

Subject : 'Marketing'

Page : '/publications.cms'

Feedback :

'Dear Marketing Manager,

My name is Andrew Renner and I represent Lithotech, a commercial printing company located in Phoenix for over 30 years.

I would like to send my information to your marketing director or the person who buys printing for your company. Can you please let me know who that might be?

Sincerely,

Andrew Renner
LithoTech
2020 North 22nd Avenue
Phoenix, AZ 85009
Phone: 602-254-2427
Fax: 602-258-1076
Cell: 602-451-6807

Kelly Taft

From: TMCMRyan@aol.com
Sent: Tuesday, March 24, 2009 1:50 AM
To: mlopezrogers@avondale.org; frank.fairbanks@phoenix.gov; david.krietor@phoenix.gov; Jason Stephens; MAG General Mailbox; pora@suncitywest.org; Dennis Smith; Kelly Taft; lyn279@cox.net; amity@westmarc.org; jack@westmarc.org
Cc: 1999870234.19663.57@houseenews.net; 1999937293.19496.245@houseenews.net; democrats@azdem.org; arizona@barackobama.com; arizonasrs@cox.net; jharper@azleg.state.az.us; doug.maceachern@arizonarepublic.com; ken.western@arizonarepublic.com; suvendoo.k.ray@boeing.com; info@brewertransition.org; jburges@azleg.gov; cschenk@litchfield-park.org; CTOC@azdot.gov; trent.franks@houseenews.net; agrover@glendaleaz.com; JackWHarper@Hughes.net; Robert.Hollis@fhwa.dot.gov; jhuppenthal@azleg.gov; mleyshon@yourwestvalley.com; LINDABENT@aol.com; senator_mccain@mccain.senate.gov; venita.james@arizonarepublic.com; opinions@arizonarepublic.com; rpullen@azgop.org; c.ullman@juno.com; mwwilson@mail.maricopa.gov
Subject: Planning to Lower the Arizona Cost of Living

Mr. Chairman, Members of the Regional Council of the MAG

I must remind you of bad news. During the past week, I have read old news about this area having a high vehicle theft rate – and also about this area having a high murder rate – and a new topic was brought to my attention – this region’s high home invasion rate.

You mayors should be ordering all of your law enforcement personnel to follow the systems and procedures of Sheriff Joe Arpaio’s organization! I have had first-hand experience with effective anti-terror organizations. When the CIA and the NSA had every reason to know what the other side were going to do, it was not those intelligence personnel who told us that we were going to be hijacked the following week. We were warned by a very effective intelligence organization called Mossad. The following week, two armed men tried to hijack one of our Boeing 707s after it left Madrid. They were killed by our security men.

If you want to make Arizona a better state to live in, you should stop trying to make this place “Greener” and concentrate on subjects that really matter.

THE STATE OF ARIZONA’S ECONOMY SEEMS TO BE GOING DOWNHILL

Since I moved to Sun City West, seventeen year ago, the region’s economy has become more like that of the Third World State where I lived and worked for several years. Few items you purchase in Arizona that have a high-added-value, had their high-added-value placed upon their contents in Arizona factories. Most of the Arizona-made products with high-added-value are military products. Without new wars to fight, Arizona is going to lose a good many high-paying jobs in towns like Mesa where military helicopters are made. A Tempe company that makes military armor now is foreign-owned. A Tucson manufacturing company has damaged our reputation, world-wide, by sending to a foreign air force sophisticated guided missiles that have killed a thousand Lebanese civilians and two thousand Arab civilians who lived in and were actually fenced into the Gaza Strip.

WHERE DOES IT HURT THE MOST? IN WALLETS AND POCKETBOOKS!

Your first objective should be to lower the costs of living. The streetcar operation that you are trying to expand is one of the most costly modes of transportation in the world. One reason you have empty

lots in downtown Phoenix, and no grocery store in downtown Phoenix, is because you have traffic jams in the few corridors that lead to downtown Phoenix. Right now, in your 2009 plans, you are drawing more traffic into those few corridors. What does a thinking person call that?

Early this year, you approved a highway framework that satisfies land developers' needs for three million residents in the Hassayampa Valley, all connected by new highways to I-10.

GOVERNMENT REGULATORS NOT REGULATING

Pollution problems caused by light rail projects, supported by lobbyists and an ill-informed public, have been brought to the attention of government personnel responsible for both the reduction of air pollution and the public safety. EPA appointees and civil servants have accomplished little for their salaries. This is a request for an answer to the question, "When are you going to take some corrective actions?"

Some problems are easy to fix. For example, ADOT could be required to notify the public when they will spray poisons on the borders of highways to kill vegetation.

CURRENT PLANS ARE FOR MORE OF THE SAME OLD RAIL SYSTEMS

More critical to the long-term welfare of Americans are oversights in transportation planning. There has been much propaganda produced to mislead the public. Take, for example, the term "light rail". There is nothing light about light rail. For example, to create the infrastructure for a typical slow, light rail system, perfectly good highway lanes have been destroyed. Then, massive amounts of concrete and steel are used to create an extremely heavy and costly roadbed for the heavy light rail vehicles. During the long construction process, adjacent small businesses take devastating losses in revenues.

Operation of the heavy light rail vehicles takes a tremendous amount of electricity per revenue passenger mile. The electricity that drives the Central Phoenix/East Valley Light Rail operations is generated in "The Four Corners" burning soft coal. That creates a carbon footprint per revenue passenger greater than would be left if each light rail passenger had driven to work in an automobile.

GRADE-LEVEL CROSSINGS ADVERSELY AFFECT CROSS TRAFFIC

The more frequent the public services, the more attractive they are to travelers and shippers. Unfortunately, the more frequent the grade-level rail services, the greater the number of drivers and passengers who drive across the rail line are brought to a stop and wait until the frequent convenient rail services have passed. These stops and waits of travelers, that far outnumber the revenue passengers carried by the rail services, create additional costs of the lost time, the added fuel consumption, the increased air pollution and health care costs. Those factors were not mentioned in the Phoenix environmental impact statement or the Ninth Region's federal "Record of Decision" that justified federal expenditures for the light rail infrastructure, equipment and operating subsidies.

SOMEWHERE, THE "SAFETY FIRST" POLICY WAS LOST

Light rail is light on safety. The accident rates of light rail vehicles operating at grade-level, especially those in the middle of streets, are higher than accident rates of those operating on elevated, underground or isolated grade-level infrastructures. Each accident delays services on the same grade-level tracks for their on-board passengers who cannot transfer to alternate transportation. These accidents cause the common carrier's insurance rates to rise. Safety apparently was not considered when a light rail proposal, originated by Parsons, was selected rather than Joe Ryan's mono-rail, an ASU professor's elevated proposal, and John Shaw's wide-bodied RapiTran proposal.

When are you going to give orders for some corrective actions?

THE ECONOMIC DIRECTION OF ARIZONA MUST BE IMPROVED

The standard market basket of Arizona costs about \$6.00 more than the national average, according to a recent report in the Arizona Republic. MAG's 2009 update of the Transportation Plan concludes that, from the year 2000 to 2050, Arizona's population will triple from 5,000,000 people to 15,000,000 and "nearly half of the total population in this region will be Hispanic". The heavily Hispanic El Mirage high school is experiencing a drop-out rate in excess of 50%! Its students' AIMS scores are among the lowest in the state. This situation indicates Arizona may be headed for what I call "economic overpopulation", the situation where there are not enough jobs, for which the population is qualified to handle, that pay enough to cover the under-educated residents' costs of living. To get cash with which under-employed residents can purchase necessities of life, large percentages of the population have only three ways to acquire the badly-needed cash; they must steal, deal in drugs or deal in the sex trade. The actual share of those area crimes that are committed by illegal immigrants in this region just bear out what I said about economic overpopulation.

TO LOWER COSTS OF LIVING – LOWER THE COST OF TRANSPORTATION

When people are scattered over the State and many are working twilight and graveyard shifts, their transportation needs are for convenient departures throughout the day and night. That calls for relatively small, light-weight vehicles with departures in high-density areas less than five minutes apart. In no case should the scheduled departure times be more than an hour apart.

HALT THE TEAM THAT PRODUCES THE EVER-WORSENING AIR QUALITY

When I proposed a strategy to avoid this mess A DECADE AGO, Jack Tevlin said he agreed with the numbers of a monorail proposal for really-rapid transportation services between Apache Junction and Wickenburg. It was planned to pull traffic out of several developing traffic jams. However, Mr. Tevlin said the strategy was politically unacceptable. At the time, a chap from Florida had moved into Tempe and, it now appears, he already had Mr. Tevlin's ear. The lobbyist then became a member of the Governor's Vision 21 Transportation Task Force. Subsequently, his firm was given a major contract building your expensive light rail line that is costing a lot more than the quoted 40 million dollars a mile. As you know, the result is not "RAPID TRANSIT", the two words that the City of Phoenix placed conspicuously on the Prop 2000 ballot. It has been clearly demonstrated that the resulting light rail investment increases air pollution.

A PROPOSED PROFITABLE GOVERNMENT/PRIVATE INDUSTRY PARTNERSHIP

To make cities and suburbs around Arizona attractive to businesses around the world, all Arizona communities should have convenient direct services to and from DOWNTOWN PHOENIX and Sky Harbor terminals, both the passenger and the cargo terminals. Light-weight vehicles providing convenient frequent services between far-flung suburbs and mid-city areas, and short itineraries within the cities, should be powered by electricity generated on-board by a hydrogen fuel cell. The low-cost hydrogen would be created with surplus electricity from new nuclear reactors, created around four dozen American metropolitan regions.

There always is a weak demand in the middle of the night, every night, for the 24/7 generating power of nuclear power plants. New water destruction facilities, near those power plants, would purchase the surplus electricity to convert water molecules into hydrogen and oxygen molecules. The cheap hydrogen gas would be sold in bulk to the regional RapiTran Share Companies. Those mixed companies, with low-cost transportation products, will be able to charge relatively-low transportation prices, pulling traffic out of regional traffic jams, and still make profits for their private and government share holders. The overall result will lower the costs of goods purchased in Arizona.

THE TIME HAS COME FOR A MAJOR NEW METHOD OF TRANSPORTATION

Just as President Roosevelt created The Manhattan Project that, in effect, ended World War II with two atomic bombs, I suggest you create The Phoenix Project that makes a major contribution to our nation's energy independence while reducing the cost of transportation. I suggest you establish a 4-year goal to create America's next atomic energy power plant near a Main Line of John Shaw's elevated RapiTran grid. These plants should be near a supply of fresh water. Next to it, place a hydrogen gas separation plant. During periods when consumers' needs are less than the power plant's 24/7 electricity output, the "surplus" electricity will be used to separate water molecules into hydrogen gas and oxygen gas molecules. The hydrogen gas will be piped to a "gas station" adjacent to the RapiTran Main Line. I suggest Westinghouse, GE and others be asked for bids to build the nuclear reactor to produce electricity 24/7 and its sister hydrogen plant.

Northrop Grumman Corporation, Boeing, General Motors and others should be asked for proposals to build John Shaw's RapiTran vehicle. If you have not paid attention to what he said before dying a disillusioned man, let me know and I will give you literally days of my time – pro bono.

Now, it is time for you folks to stop catering to an outfit that was fined around a half million dollars for what they did on Boston's Big Ditch project.

Have a good catered dinner on Wednesday, March 25, 2009.

Joe Ryan
Sun City West, Arizona

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

Kelly Taft

From: Amidah Shamsiddeen [amidah15@msn.com]
Sent: Wednesday, April 01, 2009 4:27 PM
To: Kelly Taft
Subject: Researching family history

Good Afternoon Kelly Taft,

I am writing you to see if you have a program that helps people research their Native American history? I appreciate all courtesies extended in this matter.

I have no contact with my main family and need to find out which tribe I am originally from.

Thank you for your time and response.

Amidah Shamsiddeen
amidah15@msn.com

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, April 02, 2009 8:59 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'JOHN D. GOLUS'
Email Address : 'jdgolus2002@yahoo.com'
Subject : 'Daniel Durrenburger'
Page : '/about.cms'

Feedback :

'I am trying to get a hold of Dan Durrenburger; If you would please have him give me a call in Denver. 303/322-8714. Thank you. '

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, March 24, 2009 3:39 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Marc Barlow'
Email Address : 'marc101@cox.net'
Subject : 'Housing Inventory'
Page : '/detail.cms?item=8857'

Feedback :

'Do you have data on total housing inventory existing and projected?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, March 17, 2009 11:06 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Gary McConnell'
Email Address : 'gmccconnell@pvaz.net'
Subject : 'MAG Standards'
Page : '/sitemap.cms'

Feedback :

'Hello, The Town of Prescott Valley is revising our Design and Construction Standards. We employ the details in the MAG 2009 Uniform Standard Specifications for Public Works Construction and details from YAG. There are some drawings in MAG and YAG that don't quite work for our design and construction criteria but they are close. We would like to retain most of the elements in a detail and just change a few items. We have the AutoCad drawings for YAG but we don't have them for MAG. Would it be possible to receive a copy of the MAG Standard Drawing Details in AutoCad? It would save the Town of Prescott Valley a great deal of money if we don't have to reproduce the drawings. This is very important to us based on the economic climate that all municipalities are currently experiencing. If you have any questions, could you please contact me? Thank you in advance for your consideration. Gary McConnell Town of Prescott Valley Utilities Engineer (759)759-3086 gmccconnell@pvaz.net '

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, April 13, 2009 3:40 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'J. Drake'
Email Address : 'j.drake@lacorss.com'
Subject : 'Minutes to Trans Review Meet of 3/26/9?'
Page : '/detail.cms?item=9979'

Feedback :
'When will the minutes to the Transportation Review Committee 3/26/2009 Meeting be available? I would like to review MAG's approval of Stimulus Projects...'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, April 13, 2009 3:16 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Dr Don Burchfield'
Email Address : 'doctordon4@cox.net'
Subject : 'domestic violence'
Page : '/event.cms?item=9639'

Feedback :
'I have worked as a counselor for years with DV issues and now have more time to help. I want to know how to join a committee that works on DV issues for the county and what I can do to volunteer to help with planning and providing professional help as a volunteer. dr don burchfield'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, April 03, 2009 9:00 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Timothy C. Behrens'
Email Address : 'tbehrenspe@cox.net'
Subject : 'Bike Ways Map'
Page : '/detail.cms?item=4643'

Feedback :
'Please send me the Bike Ways map to:

Tim Behrens
10021 N. 36th Ave
Phoenix, AZ 85051

Thanks'

Kelly Taft

From: Kelly Taft
Sent: Friday, April 17, 2009 8:56 AM
To: 'Greg.G.Swartz@pjc.com'
Cc: Jason Stephens; Amy St Peter
Subject: FW: MAG - Get Involved

Dear Mr. Swartz-

Thank you for your interest in transportation issues. The Citizens Transportation Oversight Committee is established under Arizona Revised Statutes ARS 28-6356. It includes one member who represents each supervisorial district in the county that are appointed by the board of supervisors. The law also requires that the chair of CTOC, who is appointed by the Governor, serve as a voting member of the governing body of the regional planning agency for all matters relating to the regional transportation plan. MAG is the regional planning agency for the Maricopa region. The law was recently updated to also require the CTOC chair serve as a voting member of the Transportation Policy Committee. The CTOC representative serves on both of these MAG policy committees and votes on all transportation-related issues.

Many of our committees have a prescribed membership, but several do allow for citizen representation. The Transportation Policy Committee has six business representatives, three of whom are appointed by the Speaker of the House and three by the President of the Senate. The business must be regional in nature. More information about MAG committees and their membership can be found on page 14 of the MAG Information Book, available online at this link: <http://www.mag.maricopa.gov/detail.cms?item=522>

I don't know if you have an interest in human services issues, but I do know that our Human Services Continuum of Care Regional Committee on Homelessness is currently seeking members. If you have an interest in that committee, I can put you in contact with our Human Services Manager, Amy St. Peter, whom I am copying on this message.

Kelly Taft, APR
 Communications Manager
 Maricopa Association of Governments
 (602) 452-5020

Don't Trash Arizona!

From: Swartz, Greg [mailto:Greg.G.Swartz@pjc.com]
Sent: Monday, April 13, 2009 12:00 PM
To: Jason Stephens
Subject: MAG - Get Involved

Jason:

This is Greg Swartz. I have resided in Central Phoenix since 1995. Since 1995, my career has focused on public finance including assisting state and local governments to finance a variety of public infrastructure throughout Arizona.

I'm interested in getting involved in transportation and related public finance issues on behalf of MAG.

I reviewed the MAG website and would like to find out more about the following:

1. Citizens Transportation Oversight Committee – appointment process and relationship to MAG.
2. Any other MAG advisory or technical committee that is seeking members.

Greg Swartz, Vice President
 Piper Jaffray & Companies
 2525 East Camelback, Suite 925
 Phoenix, Arizona 85016
 Office: (602) 808-5426 Cell: (602) 469-0002
greg.g.swartz@pjc.com

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6/24/2009

4. Action Item - All members of the MAG, the mayors of Maricopa County, should ask their constituents to disregard the messages to tell the Governor not to increase taxes because additional funds are needed not only to build adequate highway infrastructures but also to properly maintain the highways that exist.

5. Action Item - Request that all managers who have approved the design of dangerous under-built intersections that cause higher than necessary traffic jams, higher consumption of hydrocarbon fuels (e.g., oil from the Middle East), that unnecessarily increase the production of air pollutants, including Carbon Dioxide that is converted to the pollutant Ozone which also contributes to global warming, and cause higher rates of lung cancer and concurrent higher health care costs;

Respectfully submitted by

Maricopa County (Sun City West) Resident Joseph B. Ryan
Telephone 623- 584-3300

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

Kelly Taft

From: TCMRyan@aol.com
Sent: Friday, April 24, 2009 10:59 PM
To: info@barackobama.com
Cc: dave@koly.com; david.krietor@phoenix.gov; pmcmahon@ktar.com; rscarfo@ktar.com; llange@azhha.org; lashutka.nancy@mayo.edu; laurie.roberts@arizonarepublic.com; lesley.wright@scottsdalepublic.com; Clydl@aol.com; mleyshon@yourwestvalley.com; poppiscw@aol.com; lin.phillips@asu.edu; Linda.Greive@arizonarepublic.com; LINDABENT@aol.com; louis.matamoros@phoenix.gov; davelowicki@cox.net; waltmaas@starband.net; Jason Stephens; MAG General Mailbox; jerilyn.kruger@mesa-air.com; MooreGraphicsAZ@aol.com; sarah.whitmore@morganstanley.com; 2morrow@cox.net; mreagan@azleg.gov; nancylabowe@cox.net; NazGreen1@netzero.net; lmn_goblue@yahoo.com; eneville@dot.state.az.us; hope@amahoro-africa.org; AJNMIMI@aol.com; hfnoon@comcast.net; jillnoon@comcast.net; venita.james@arizonarepublic.com; arizona@barackobama.com; PATNJSHORE@aol.com; Randall.Overmyer@surpriseaz.com; PinkneyFL@aol.com; plopes@azleg.state.az.us; hank.pluster@ci.chandler.az.us; billjane@frontiernet.net; pora@suncitywest.org; rpullen@azgop.org; joanna@quenchaz.com; r.gira@att.net; kraml@abc15.com; greggr@windermere.com; lou@cnbc.com; Salleys@myexcel.com; editor@scottsdaleactivist.com; jsemmens@cox.net; imary@jetstreamwireless.com; SIGSINGS@aol.com; Kelly Taft; tboone@azleg.gov; Janiecthom@aol.com; lyn279@cox.net; l.tuttle@cox.net; Arvellau@aol.com; mrsvanover@cox.net; jvanover@cox.net; tverscho@azleg.state.az.us; wvalley.letters@arizonarepublic.com; Jane2000@cox.net; josborne3@cox.net; mwwilson@mail.maricopa.gov; Terry@valleyventures.com; nwolfe@sundancetvl.com; twright@ellmanco.com; MJYannone@aol.com; teresay@knighttrans.com; AAARC1@aol.com

Subject: Re: Back in Arizona

Dear Sara:

Please do your best to prevent any federal funds from being wasted on grade-level RAIL systems when there are better ways to unclog our highways and to save hydrocarbon fuels. I'd be honored to fly to Washington and make a three-hour presentation on how the USA could become, once again, A LEADER IN TRANSPORTATION TECHNOLOGY.

Unfortunately, from what I was told in an e-mail attached to the end of this message, our President's recovery funds are going to be wasted here in Arizona - unless you act to stop it.

I looks like more millions of tax dollars are going to be wasted on relatively dangerous and inefficient light rail transportation system. The greatest danger is from the added pollutants the system will directly and indirectly create - not the folks who will be injured at grade-level crossing.

Apparently the American Planning Association ignores relative costs, what the light rail infrastructure does to the air quality by forcing non-users to drive more miles and to wait as the trolley approaches - all the time burning hydrocarbon fuels. Forget the fact that the carbon footprint of each trolley passenger, propelled by high-sulphur, soft brown coal burned hundreds of miles from Phoenix, is greater than the carbon footprint that the passenger would make if she or he had made the trip in a car. And, ignore the fact that it is less expensive to create an elevated system with a prefabricated infrastructure in a few days, as the Japanese do in urban areas, than to inconvenience shopkeepers and customers while creating the streetcar tracks and stations in the middle of streets OVER A PERIOD OF YEARS.

By the way, during the construction of the light rail infrastructure, Deloitte and Touche must have turned their heads away from the City of Phoenix's Balance Sheet. Well over one hundred miles of perfectly good street lanes, carrying traffic smoothly in all four directions, were destroyed. If an elevated system were built, those ASSETS would not have been eliminated. Now, what does Accounting 101 tell you to do when you destroy an asset and its value THAT WAS ON THE BALANCE SHEET goes to ZERO? You create a COST that did not appear when experts compared the light rail system WITH SEVERAL proposed elevated systems. And the Planning Association forgot to consider the policy of most transportation planners: "SAFETY FIRST!"

Also, not factored into the effect of the Valley Metro operation upon hundreds of thousands of motorists who are being made less productive and who will create more air pollutants. How's that? Well, the streetcars are going north,

south, east and west across the paths of street traffic. Many taxpayers' dollars were spent creating a computerized traffic light control system. If a light's cycle time is ninety seconds, and the lights are a mile apart, and the traffic travels at 45 MPH, no vehicle ever stops along the route. The system is called an ITS. Now, Valley Metro has spent many taxpayers' dollars purchasing more computers and more software that will override the ITS system and give the trolley operators a green traffic light at all times, even when the doors are closing at each station (assuming the trolley does not overstay its scheduled station stop time)! So, instead of having smooth flows of traffic on the city streets, Valley Metro has negated the fuel and time savings of the ITS and caused the vehicular traffic to stop, collect in bunches, and start - then stop, collect in bunches, and start again. Nice work! How's that for producing more ozone?

The American Planning Association ignored the fact that the heavier the vehicle, the more fuel it takes to produce a given amount of available ton miles or revenue passenger miles or any other unit of production, compared to the same production of a lighter vehicle. They apparently forgot that vehicles that do not make grade-level crossings can be of lighter construction. Furthermore, the lighter vehicles accelerate faster with a given amount of energy.

I could go on for another page with factors that transportation planners work with - factors that the experts hired by Valley Metro and the City of Phoenix apparently either forgot or never learned in the first place. When this old transportation planner tried to outline few of them before the Maricopa Association of Governments Regional Council, I noted some of the Mayors were talking among themselves before the Chairman announced, "Mr. Ryan, your three minutes are up!"

Joe

Joseph B. Ryan
Sun City West
April 25, 2009

In a message dated 4/23/2009 12:15:21 P.M. US Mountain Standard Time, dteam11@yahoo.com writes:

Anyone interested? Writing?

American Planning Association (They give award to MAG) and Urban Institute (City of Phoenix is a member- they recommend at-grade light rail) both have a member, David Richart, ex 36 yr City of Phoenix staffer, who now is head of planning at Scottsdale.

In a message dated 4/23/2009 9:26:49 A.M. US Mountain Standard Time, info@barackobama.com writes:



**ORGANIZING
FOR AMERICA**

Dear Joseph,

My name is Sara El-Amine, and I'm the new Arizona Field Director for Organizing for America.

Since Inauguration Day, Organizing for America has been dedicated to making real the change we fought for during the election. But to be successful, we need to hear from you -- your effort and commitment are the backbone of this movement and this organization.

That's why I'm so excited to announce that we're back on the ground in Arizona, and starting this Monday, April 27th, we'll be hosting Listening Tour Town Halls across the state.

Will you make your voice heard and join us on the



Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, April 29, 2009 2:36 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Myra Martin'
Email Address : 'myramartin01@yahoo.com'
Subject : 'traffic count'
Page : '/detail.cms?item=868'

Feedback :

'I want to know what the current traffic counts are for the I-60 and Stapley Dr. thank you'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, April 23, 2009 11:21 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Vicky McLane'
Email Address : 'vmclane@pvaz.net'
Subject : 'Listing for Central Yavapai MPO'
Page : '/display.cms'

Feedback :

'Hi folks - would you please add CYMPO to your list of MPOs and COGs on your website? We have been in existence since 2003, and we have a website. Thanks'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, April 14, 2009 1:56 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jimmie Caudill'
Email Address : 'jcaudill10798@msn.com'
Subject : 'Yellow SUV'
Page : '/project.cms?item=9129'

Feedback :

'Today a yellow SUV with two women drove down the road and stopped in front of the house. They stayed parked there for a few minutes and finally I went out to approach and one got out with a badge saying they were doing road checks for the census. It would be good to have some kind of sign on the vehicle to know for sure who is driving down private dead end roads and not looking like people scoping the houses out. Also anyone can fake a neck lanyard badge!'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 06, 2009 10:04 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'VINCE SCHIFANO'

Email Address : 'VSCHIFANO@SHC.ORG'

Subject : 'INTERERBAN RAIL'

Page : '/display.cms'

Feedback :

'WE KNOW WE NEED INTERERBAN, TUSCEON, CASAGRANDE, WICKENBURG, ETC, WHY DO WE NEED TO STUDY. GOV. IS GOING TO HAVE TO SUBSIDIZE THE VENTURE. LOOK ON THE INTERNET HOW IT WAS DONE IN THE 30'S AND 40'. YOU KNOW YOU ARE GOING TO INCREASE THE TRACKS TO DOUBLE DIRECTION FOR THE RAIL ROADS TO ACCEPT THE OFFER AND THE TRACTION CARS SHOULD BE SIMILAR TO THE NEW STREET CARS, ELECTRIC. I WOULD VOTE FOR THIS ARRANGEMENT AS I DID FOR THE STREET CAR LINE.

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 06, 2009 9:28 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Margean Murphy'

Email Address : 'jeannie@firstamericanstock.com'

Subject : 'Left Arrow'

Page : '/detail.cms?item=5944'

Feedback :

'Heading East on Indian School, the left hand turn arrow onto 7th street is never activated in the mornings, which causes delays for cars , also causing dangerous left hand turns. I have had to wait 15 to 20 minutes to make a left turn, since only one sometimes maybe two cars can make that left after the yellow light. Please allow the left hand turn arrow for safer left hand turns for the many commuters needing to turn on 7th street.

Thank You
Margean'

From: Dianne Barker <dteam11@yahoo.com>
Subject: Minutes
To: "Kelly Taft" <ktaft@mag.maricopa.gov>
Cc: dsmith@mag.maricopa.gov, vday@mag.maricopa.gov
Date: Thursday, May 7, 2009, 8:05 AM

May 7, 2009

Dear MAG:

Please correct the MAG Manager's Meeting Minutes, April 8, 2009, Agenda #3, 2nd paragraph as follows"

Dianne Barker has never seen planners, engineers nor politicians riding light rail or buses.

Thank you.

Sincerely,

Dianne Barker
dteam11@yahoo.com
(602) 999-4448

Kelly Taft

From: Dianne Barker [dteam11@yahoo.com]
Sent: Monday, May 11, 2009 9:44 AM
To: Kelly Taft
Cc: frank.fairbanks@phoenix.goiv; Dennis Smith; Jason Stephens; vday@mafd.maricopa.go
Subject: 4: Minutes

Kelly, no advise necessary for my copying MAG's able minute's secretary of my brief presentations before MAG Manager's meeting or it's others bodies. Val does fine and only in a few instances as my contacting you last week for a simple change, this latent conversation would be unnecessary. Sorry you were unavailable until today. `D Barker

Mon, 5/11/09, Kelly Taft <ктафт@mag.maricopa.gov> wrote:

From: Kelly Taft <ктафт@mag.maricopa.gov>
 Subject: RE: 2--Re: Minutes
 To: "Dianne Barker" <dteam11@yahoo.com>
 Cc: "Valerie Day" <vday@mag.maricopa.gov>, "Jason Stephens" <jstephens@mag.maricopa.gov>
 Date: Monday, May 11, 2009, 8:40 AM

Dear Dianne~

We will reflect the change in the permanent record and the chair will note a change has been made before the minutes are formally approved.

Please note that our minutes are not verbatim minutes. If you want your comments included verbatim, it would be helpful if you could provide a written statement to staff prior to your comments. Thank you for your assistance in this regard.

Kelly Taft, APR
 Communications Manager
 Maricopa Association of Governments
 (602) 452-5020

Don't Trash Arizona!

From: Dianne Barker [mailto:dteam11@yahoo.com]
Sent: Monday, May 11, 2009 7:13 AM
To: Kelly Taft
Cc: Dennis Smith; Valerie Day; Jason Stephens
Subject: 2--Re: Minutes

--- On Thu, 5/7/09, Dianne Barker <dteam11@yahoo.com> wrote:

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, May 22, 2009 4:19 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'John Thrasher'
Email Address : 'thrasheraz@cox.net'
Subject : 'winter lawns'
Page : NULL
Feedback :
'Where in Maricopa County can i get information on planting winter lawns?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 13, 2009 2:58 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'joe'
Email Address : 'josephcos@yahoo.com'
Subject : 'map'
Page : '/division.cms?item=69'
Feedback :
'where do I get a papercopy of the MAG Regional Map?'

<http://www.mag.maricopa.gov/detail.cms?item=6132>

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 06, 2009 3:31 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Michael Brady'
Email Address : 'mbrady@valleymetro.org'
Subject : 'VM logo update'
Page : '/project.cms?item=2804'
Feedback :
'On this page... <http://www.mag.maricopa.gov/project.cms?item=2804> ...the Valley Metro logo may be replaced with the new Valley Metro logo. It can be found here...
http://www.valleymetro.org/valley_metro/news_media_center/media_kit/brand_manual_logos/'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, June 02, 2009 8:17 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Danny Turner'
Email Address : 'daniel.turner@honeywell.com'
Subject : 'Turner Parkway'
Page : '/detail.cms?item=7891'
Feedback :
'Where did the name originate from for the Turner Parkway'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, May 28, 2009 8:37 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jerome Slavata'
Email Address : 'audiojerry@yahoo.com'
Subject : 'Hwy 303 widening at Sun City West'
Page : '/committee.cms?item=71'
Feedback :
'As a resident of Corte Bella, I would like to know how Sun City West was granted a sound barrier wall that excludes Corte Bella. '

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 27, 2009 11:40 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Joe Propati'
Email Address : 'jproaz@cox.net'
Subject : 'Overpasses @ Happy Valley and Pinnacle Peak'
Page : '/project.cms?item=413'
Feedback :
'Hello. I sent an email to the Arizona Department of Transportation regarding the Pinnacle Peak and Happy Valley overpasses at I-17. Seems very obvious to me that with all the development (now and in the future) in the area, that the PP and HV overpasses at I-17 would be widened to two lanes each way while the I-17 roadway beneath was torn up and improved. I was shocked to learn that no improvements are being made to the PP or HV overpasses! How can this possibly be? I-17 has been completely torn up, widened and improved, yet these two highly traveled but antiquated overpasses are being left as-is. In the future, when someone wakes up and determines that this was a tremendous mistake, I-17 will again be torn up to accommodate the overpass improvements. Can someone tell me why these overpasses are not being improved now? Thank you.'

Jason Stephens

From: molloy@frontiernet.net
Sent: Thursday, June 11, 2009 11:40 AM
To: Jason Stephens
Cc: Donna Powers; bearstar@fastmail.fm; Laura X
Subject: Re: WiMAX

Jason thanks for finding out.

I wasn't asking because I want WiMAX on the trains.

I was asking because so many of us get bad symptoms, often neurological, from wi-fi technology and it's by far safer for us to use transportation that doesn't have it.
Best regards,

Susan Molloy
Hansa Trail
Snowflake, AZ 85937
molloy@frontiernet.net
(928) 536-4625

----- Jason Stephens <jstephens@mag.maricopa.gov> wrote:

> Susan -
> The phoenix rail system does not have a WiMAX system. It was
> determined early in the project that trip times for passengers does
> not warrant a WiMax product. As METRO expands this option will be
> pursued. If you have any other questions, feel free to e-mail or call me.
> Thanks!
> Jason (602) 452-5004

Kelly Taft

From: Dennis Smith
Sent: Thursday, June 11, 2009 5:13 PM
To: Kelly Taft
Subject: FW: BUS BID

From: Dianne Barker [mailto:dteam11@yahoo.com]
Sent: Thursday, June 11, 2009 10:57 AM
To: Dennis Smith; Eric Anderson
Subject: Fw: BUS BID

Hello Mr. Smith & Mr. Anderson, MAG -FYI

--- On Thu, 6/11/09, Dianne Barker <dteam11@yahoo.com> wrote:

From: Dianne Barker <dteam11@yahoo.com>
Subject: BUS BID
To: eneville@azdot.gov, CTOC@azdot.gov, nsladd98@hotmail.com, aginfo@azag.gov, TMCMRyan@aol.com
Cc: bobmcknight@cox.net, lindabent@aol.com, legend61@cox.net
Date: Thursday, June 11, 2009, 10:50 AM

ALL-

Yesterday Phoenix City Council, in front of a packed chambers, voted to competitively bid the majority of Valley transit operations, the management contracts of both the North & South Bus Garage operations & routes. They are going to RFP with two choices to bid ; (1) the whole contract (1) each separate , North & South. The opposition came mainly from the Union & Veolia employees who think their situation will worsen, They are afraid they will loose seniority. There is controversy whether Sec 13 (illegal to worsen employee employee) will be violated, although outside hired city attorney says "No"..

The city council said they are under pressure from the federal government to have a competitive bid. You see, Veolia, is a "morph of evolutions of the same near 40 yr contractor. The city said they did not intend to hurt employees, but times are tough and need to go by the law for competitive bid. The city pays near 70% of all mass transit costs in the Valley! The state shares are down as well as loca transit receipts.

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, June 18, 2009 8:56 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Lorraine Pino'
Email Address : 'lpino@glendaleaz.com'
Subject : 'Bike Ways Brochure Request'
Page : '/about.cms'

Feedback :

'Hello from the Glendale Visitor Center, We are running low on our supply of the Bike Ways Metro Phx map/brochure. Could you send a supply of 50 to us?

Glendale Visitor Center
5800 W. Glenn Drive, #140
Glendale, AZ 85301
623-930-4500
Thank you!

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, June 04, 2009 5:14 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'fran Smith'
Email Address : 'fsmith026@comcast.net'
Subject : 'tax credit info'
Page : '/committee.cms?item=82'

Feedback :

'Congress just passed a new bill concerning tax credits for clean burning biomass conversions. How do I send this to you from HPBA-HearthPatioBarbequeAssociation. My phone is 713-937-3997. Thanks.'

Jason Stephens

From: Jeremy Haskins [jhaskins@buildingproductscompany.com]
Sent: Wednesday, June 17, 2009 10:36 AM
To: Jason Stephens
Subject: Newsletter

Hello Jason,

I would like to be included on the public involvement mailing list as well as receive the MAG quarterly newsletter.

Thanks,

Jeremy Haskins
Sales Engineer
Building Products Company
Phoenix, AZ.
602-400-6728
jhaskins@mcpind.com

Jason Stephens

From: MJYannone@aol.com
Sent: Friday, June 19, 2009 10:46 PM
To: Jason Stephens; light_rail_scam@yahogroups.com
Subject: Re: CONTACT MAG BY TUESDAY

Dear jstephens@mag.maricopa.gov:

Here is my recommendation for MAG. Pull up the light-rail tracks, pull down the overhead wiring, re-pave the roads, and restore traffic flow and the sales tax to their pre-disaster states. Clear enough?

Then go out of business and never show your face again.

Sincerely,

Mark Yannone
LightRailScam.blogspot.com
Yannone.blogspot.com

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

Jason Stephens

From: Me [jj4194@yahoo.com]
Sent: Sunday, June 21, 2009 9:48 AM
To: Jason Stephens
Subject: Re: Street Sign in Tonopah

Please forward our thanks for the Jefferson 911 street sign.
James Lew

From: Jason Stephens <jstephens@mag.maricopa.gov>
To: jj4194@yahoo.com
Sent: Tuesday, December 23, 2008 8:37:08 AM
Subject: Street Sign in Tonopah

James -

For the street sign, please contact Maricopa County and Chris Plumb at 602-506-4176. He'll be able to help you out. If for some reason you don't get the assistance you require, please give me a call and we can try and work another avenue.

Thank you!
Jason (602) 452-5004

Listening Tour?

At Listening Tour meetings, you'll get a chance to meet new state staff members, hear about some lessons learned during the general election, and offer your thoughts on how we can organize Arizona going forward. Your ideas will be used to write an Arizona-specific plan for Organizing for America in 2009 and beyond.

The campaign brought an unprecedented number of new voices into the process -- we need to make sure those voices remain at the center of the debate as the President and Congress work on providing solutions for our economy.

But these meetings are not just for folks who were involved in the campaign -- we're hopeful that every Arizonan will get involved.

We can't stop growing our movement now. We've never had a better opportunity to shape our future -- and just like during the election, we'll do it from the bottom up.

Sign up now to attend a Listening Tour event:

<http://az.barackobama.com/ListeningTourAZ>

I look forward to seeing you,

Sara

Sara El-Amine
Arizona Field Director
Organizing for America

P.S. -- If you can't make it to a Listening Tour event, you can still get involved with Organizing for America in Arizona. Let us know how you'd like to see Arizona organized:

<http://az.barackobama.com/LTsurvey>

<p>Paid for by Organizing for America, a project of the Democratic National Committee -- 430 South Capitol Street SE, Washington, D.C. 20003. This communication is not authorized by any candidate or candidate's committee.</p>

Check all of your email inboxes from anywhere on the web. [Try the new Email Toolbar now!](#)

Kelly Taft

From: TCMRyan@aol.com
Sent: Wednesday, June 24, 2009 11:44 AM
To: aginfo@azag.gov; michael.crowe@asu.edu; info@azadvocacy.org; tboone@azleg.gov; rburns@azleg.state.az.us; jharper@azleg.state.az.us; jnelson@azleg.gov; azgov@az.gov; ed.zuercher@phoenix.gov
Cc: info@azdot.gov; arizonasrs@cox.net; doug.maceachern@arizonarepublic.com; robert.robb@arizonarepublic.com; ken.western@arizonarepublic.com; Wlrwin@chevron.com; usdeptstate@mailnj.custhelp.com; info@barackobama.gov; tomjenney@cox.net; mleyshon@yourwestvalley.com; John_McCain@mccain.senate.gov; vice.president@whitehouse.gov; news@westvalley101.com
Subject: Fwd: The train wreck we can't afford

The one far-more efficient mode, that creates NEW CORRIDORS where high-speed rail cannot, COULD BE the RapiTran innovation of the late engineer John Shaw. Unfortunately, a Republican governor created the Vision 21 Transportation Task Force and put on that organization an excellent salesman of Parsons Brinckerhoff. Parsons is a firm that was fined about half a million dollars for their work on the fourteen-billion-dollar "Big Dig" under the Charles River. He had Steve Beard added to the work force of the Vision 21 Task Force's outside consultants, based at San Francisco. Then, both Parsons and S.R. Beard and Associates were hired by Valley Metro Rail, Inc. to build a "rapid transit" line costing only \$40 millions a mile. Now, through their accounts, flowed a goodly portion of around \$80 millions a mile for the infrastructure, equipment, etc., (moving utility lines were covered in another account of the City of Phoenix). Furthermore, the public have not been told what will be the operating losses of Valley Metro or the subsidy being paid by the President of ASU to carry students - Note that ASU money was appropriated for EDUCATION - NOT TRANSPORTATION - while the well-paid ASU President shuts down the nursing program at ASU West and students just charge their Valley Metro trips on their ASU "Travel Cards".!

What is our world coming to?

Joe Ryan

From: bjklein@swbell.net
To: bjklein@swbell.net
Sent: 6/24/2009 12:12:31 A.M. US Mountain Standard Time
Subj: Fwd: The train wreck we can't afford

A critic of the high speed rail planned for California responds to a recent message from Randal O'Toole.

Begin forwarded message:

From: Martin Engel <martinengel@earthlink.net>
Date: June 24, 2009 12:32:22 AM CDT
To: HIGH-SPEED INFORMATION; ;
Subject: The train wreck we can't afford

Here is a photo to encourage our critical thinking about rail alignments. This was sent to me by Randal O'Toole, who knows what he's talking about when he discusses trains, high-speed and otherwise.

Berms? High retaining walls? Any other bright ideas, Mr. Kopp? Yes,

Mr. Diridon, we are NABYs, 'Not in Anybody's Back Yard.'

Martin



[http://www.metro.co.uk/news/article.html?
Rail_disaster_inquests_to_be_held&in_article_id=688425&in_page_id=34](http://www.metro.co.uk/news/article.html?Rail_disaster_inquests_to_be_held&in_article_id=688425&in_page_id=34)

This wreck happened in the UK in 2002 at 95 mph.

And, here's an article by Randal O'Toole in which he makes a number of good points. Among the more important is that of raising the question about who the customer will be. Before last November's election, Kopp predicted 117 million annual passengers; not passenger miles, but actual passengers. Now they are talking in the 50 millions of annual passengers. But, who will those people be? Well, we could say that if the HSR tickets were free or almost free, we all -- the great classless cross-section of America -- would ride this train.

But, the train won't be free. In fact, it will be very expensive. Therefore the customers will be highly class stratified. Why? Because high speed rail tickets are the most expensive rail tickets there are, all over the world. HSR, as we keep repeating, are the premium, first-class, top-of-the-line trains. Not the trains 'for the rest of us.'

And why else? Because Diridon expressly promised that his railroad would not be subsidized by taxpayers, state or federal. The train would

generate so much revenue that it will pay off all its debts, cover all its operating expenses and make a bunch of profits as well. Actually, he has said \$2 billion a year in profits. (Where's the line for private investors; I want in on that!) That means, all costs and profits must come out of ticket sales. They also say \$55. for one-way tickets. I must have been sick and stayed home the day we had arithmetic in school because those numbers don't make any sense.

So who will ride the trains? Corporate types with subsidized travel expense accounts; guys in suits with briefcases and laptops; the well-to-do. The train will be a photo-op for PR firms representing celebrities. It will transport rich families on their way to Disneyland.

Are you angry yet? Is this what the Administration wants to pour billions into if and when this project is 'shovel ready?' Are we totally crazy in this time of the biggest deficits in history, to blow dollars which are worth less and less every day. . . .into luxury trains? Have we lost all sense of reason?

Remember, the state is cutting way back on education funding, hospital funding and all the other social services which constitute the safety net for most of our needy citizens. But, grasping for the billions from Washington to build this fancy high-speed train for the wealthy few is OK? That makes no sense at all.

When do we say enough is enough? Before they build it, or after it's too late?

Martin

High-Speed Spending on High-Speed Rail

BY RANDAL O'TOOLE

MONDAY, 22 JUNE 2009

http://www.talkgwinnett.net/index.php?option=com_content&task=view&id=792&Itemid=1#ixzz0JI4ovfGS&C

On June 17, the Federal Railroad Administration (FRA) asked states for proposals for spending the \$8 billion of stimulus money that Congress allocated to high-speed rail. Which raises a question: Would you pay \$1,000 so that someone - probably not you - can ride high-speed trains less than 60 miles a year?

That's what the FRA's high-speed rail plan is going to cost: at least \$90 billion, or \$1,000 for every federal income taxpayer in the country.

That's only the beginning. Count on adding \$400 for cost overruns. Taxpayers will also have to cover operating losses: Amtrak currently loses \$28 to \$84 per passenger in most of its short-distance corridors.

The FRA plan also has huge gaps, such as Dallas to Houston, Jacksonville to Orlando, and the entire Rocky Mountains. Once states start building high-speed rail, expect local politicians to demand these gaps be filled - at your expense. And don't be surprised when the government asks for billions more in 30 years to rebuild what will then be a worn-out system.

What would we get for all this money? Unless you live in California and maybe Florida, don't expect superfast bullet trains. In Georgia and most of the rest of the country, the FRA is merely proposing to boost the top speeds of Amtrak trains from 79 miles per hour to 110 mph.

A top speed of 110 mph means average speeds of only 60-70 mph, which is hardly revolutionary. Many American railroads were running trains that fast 70 years ago.

The pro-rail Center for Clean Air Policy predicts that, if the FRA's system is completely built, it will carry Americans 20.6 billion passenger miles a year in 2025. That sounds like a lot but, given predicted population growth, it is just 58 miles per person.

Georgia's portion of the plan will cost at least \$1.8 billion, or close to \$200 for every Georgia resident, plus tens of millions more per year in operating subsidies. For that, the average Georgian will take a round-trip on the train only once every 17 years.

Most of the rest of your \$1,000 will go to California, which wants to you to help pay for a costly bullet train. Even this train will do little to relieve congestion or save energy; mainly it will just fatten the wallets of rail contractors.

Who will ride these trains? We can get an idea by comparing fares between New York and Washington, D.C. As of this writing, \$99 will get you from Washington to New York in two hours and 50 minutes on Amtrak's high-speed

train, while \$49 pays for a moderate-speed train ride that takes three hours and 15 minutes. Meanwhile, relatively unsubsidized and energy-efficient buses cost \$20 for a four-hour-and-15-minute trip with leather seats and free Wi-Fi. Airfares start at \$119 for a one-hour flight.

Who would pay five times the price to save less than 90 minutes? Those wealthy enough to value their time that highly would pay the extra \$20 to take the plane. The train's only advantage is for people going from downtown to downtown.

Who works downtown? Bankers, lawyers, government officials and other high-income people who hardly need subsidized transportation. Not only will you pay \$1,000 for someone else to ride the train, but that someone probably earns more than you.

Nor is high-speed rail good for the environment. The Department of Energy says that, in intercity travel, automobiles are as energy-efficient as Amtrak, and that boosting Amtrak trains to higher speeds will make them less energy-efficient and more polluting than driving.

An expensive rail system used mainly by a wealthy elite is not change we can believe in. Georgia should use its share of rail stimulus funds for safety improvements such as grade crossings, not for new trains that will obligate taxpayers to pay billions of dollars in additional subsidies.

--

Martin Engel
1621 Stone Pine Lane
Menlo Park, CA 94025

650:323-1670
martinengel@earthlink.net

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Kelly Taft

From: TMCMRyan@aol.com

Sent: Saturday, June 20, 2009 1:35 AM

To: jstephens@mag.maricopa.gov; MAG General Mailbox; oig.dot.gov@hotlines.com; phil.gordon@phoenix.gov; pora@suncitywest.org; rpullen@azgop.org; rpullen@wagewatch.com; rpullen8@cox.net; Kelly Taft; mwwilson@mail.maricopa.gov

Cc: aginfo@azag.gov; arizona@barackobama.com; arizonasrs@cox.net; AskDOJ@usdoj.gov; info@azadvocacy.org; tboone@azleg.gov; rburns@azleg.state.az.us; jharper@azleg.state.az.us; jnelson@azleg.gov; azgov@az.gov; azcentral@azcentral.com; doug.maceachern@arizonarepublic.com; ken.western@arizonarepublic.com; dot.comments@dot.gov; editor@porascw.org; info@barackobama.com; tomjenney@cox.net; tjenney@afphq.org; jhuppent@azleg.gov; laurie.roberts@arizonarepublic.com; mleyshon@yourwestvalley.com; senator_mccain@mccain.senate.gov; John_McCain@mccain.senate.gov; Randall.Overmyer@surpriseaz.com; vice.president@whitehouse.gov; vice_president@whitehouse.gov

Subject: Design of Loop 303/US 60 and LRT funding based on faulty planning data

The following data are to be included in the MPO's transportation planning function and be reflected in the action items on the next MAG Regional Council meeting::

Given:

* Both the Final Environmental Impact Statement (FEIS) and the Record of Decision of the 9th District related to the Central Phoenix/East Valley Light Rail Project omitted obvious factors that result in an INCREASE in the production of air pollutants. Not mentioned in either document were the increases of VMD caused by the tracks and stations being in the middle of the streets (Who paid for the light rail marketing pictures, taken in other states, of streetcar stations that are not in the middle of the streets?), the blockage of cross streets by the curbs beside the tracks, the added "no left turn" signs along the 20-mile LRT route, the added U-Turn lanes and longer cycle times of the U-Turn traffic signals, the computers and software purchased to override the City's costly ITS system, that cause tens of thousands of drivers every day, otherwise non-stop traffic, to stop, wait for the streetcars to pass and start, to give the operators of the light rail vehicles a green traffic light as often as possible; the truncation of bus routes to force some of the riders (who do not return to using automobiles) to become connection passengers between bus and streetcar services; and the false statements in the Record of Decision that specific minutes would be saved by travelers using the LRT services between downtown Phoenix and Sky Harbor terminals (when DIRECT service had been provided by the Red Line) and between uptown Phoenix and a given address on Washington (Note that Washington, where the southbound streetcars on First Avenue cross Washington, is a one-way street heading west), so the way the Director's theoretical traveler could complete the sample trip would be to continue south to Jefferson, then eastbound past Chase Stadium, back up to Washington, and change streetcars to one traveling west on Washington to the point mentioned by the 9th District FTA Director. Both of his sample trips using light rail would not save a traveler time but would take significantly more time and transit expenditures. (Incidentally, whose idea was it to print "Rapid Transit" on the ballot of Proposition 2000, used in the special election for the city tax to create the relatively slow transit services?)

* Some party paid for 4 X 8 signs that read in bold black letters: "Vote for Prop 400 - FINISH THE HIGHWAYS" and had them placed along County streets and highways, before the election of Prop 400 that authorized the County-wide half-cent sales tax. Revenues from this tax partially are being allocated to the LRT that serves a tiny percent of the County's 4,000,000 residents, while there is an under-funding of tens of billions of dollars to fulfill the County's highway needs during this 20-year planning period (2006 - 2025).

* The Planning Region's population will grow by approximately 100 percent during the current 20-year planning period.

* The West Valley and Northwest Valley areas will receive a higher share of the population growth than the East Valley because much of the aforementioned areas are now devoid of homes. (For example, there are very few residents in the Hassayampa Valley west of the White Tank Mountains.)

* The MAG Regional Council heard a report from a government-paid consultant that he had worked with land developers to create a framework of highways for the vacant region west of the White Tank Mountains.

* The land developers approved of a framework of highways that would intersect with I-10 at two-miles

intervals westward from the point where Loop 303 intersects with I-10. Furthermore, the consultant specifically mentioned that the land developers felt the framework of highways would be adequate for their new homes to house three million (yes, 3,000,000) new Maricopa County residents. At a subsequent meeting, this planning premise was placed in a MAG CONSENT AGENDA and was approved by the MAG Regional Council.

* The growth rate of vehicle miles driven (VMD) has been higher than the growth rate of the population for two significant reasons. The County is experiencing a sprawl of growth radiating away from Phoenix with an increase in average miles driven between homes, on one hand, and trip destinations on the other hand. Also, for economic reasons, there has been an increase in the number of family members who are employed and commute to their place of employment. Therefore, the needs for added lane miles and higher capacity interchanges are rapidly increasing.

* Loop 303 will connect the areas around its interchange with US 60, on one hand, and the areas served by I-17 to the north and I-10 to the west and east, on the other hand.

* Shortly after the interchange of Loop 101 and I-17 was completed, there were traffic back-ups on eastbound Loop 101 before the Interchange in the mornings and on northbound I-17 before the interchange in the afternoons. To partially relieve the problems caused by under-building that interchange, the one-lane, 40 MPH ramp from eastbound Loop 101 to southbound I-17 was re-stripped to make it a 2-lane ramp, and the one-lane 35 MPH ramp from northbound I-17 to westbound Loop 101 also was re-stripped to make it a 2-lane ramp with many more tire marks on the outside concrete barrier than on the barrier of the other ramp (because its radius is shorter).

* Now, since there are traffic backups all over the Valley before and after the County's Deck Park Tunnel and the under-built interchanges - where the left-turning traffic flows do NOT come up to 4-way traffic lights -

* Why have the drawings of the Loop 303/US 60 interchange of both MCDOT and ADOT, for the past 4 years, and despite the observations of this citizen at MCDOT, ADOT, CTOC and MAG meetings, included a 4-way traffic light 25 feet under US-60 to stop all four left-turning traffic flows? (When I asked a MCDOT engineer what would be the cycle time of that traffic light, he replied that it had not been determined. Then, when I asked how he knew the interchange would be adequate for the 2006 - 2025 planning period, he replied that "The computer said so.")

* Furthermore, because it takes energy to lift traffic up hills, with the resultant (unnecessary) production of air pollutants (e.g., Ozone with increased global warming), why are the first two of the planned ten Loop 303 lanes raised on an expensive bridge at least 50 feet above the grade level? That design is far more expensive than having the planned ten lanes of Loop 303 cross both US 60 and the single BN&SF track, that carries fewer than 20 trains per weekday, at a lower level. Boxcars are not 50 feet high! All ten lanes of Loop 303 could be built at grade level if the County built a very gradual rise and fall for the single railroad track that would cross, at an elevation of 25 feet above grade level, a grade-level ten-lane Loop 303, giving the standard clearance for trucks on Loop 303 that would be passing under the raised railroad track.

* The former Director of ADOT told the State Transportation Board that he did not have adequate funds to maintain his highways.

* Currently, there are several programs, including computer-generated telephone messages, telling the public to call Governor Brewer and tell her not to increase taxes.

In view of the above items, it is proposed that on the agenda of next MAG Regional Council meeting there be five (5) ACTION ITEMS for member and public discussion and a vote:

1. Action Item - The Meeting Minutes reflect the understanding of the MPO members that the votes for Prop 2000 and Prop 400 and the subsequent federal funding for the Central Phoenix/East Valley Light Rail Project were based upon fraudulent information and illegal advertising and, therefore, it is the consensus of the Members that no additional federal and Maricopa County funds be given to the light rail infrastructures or operations;
2. Action Item - To recommend immediate cancellation of the Environmental Impact Statement of the Loop 303/US 60 interchange infrastructure and redesign of the infrastructure to conform to given planning data;
3. Action Item - The MAG members recommend that the Arizona Legislature cancel the two State laws that (1) do not limit the value paid to a landowner to the current market value of the land being taken for a right of way but require a negotiated price reflect what the land will be worth AFTER THE HIGHWAY IS COMPLETED and (2) give the acquiring government a 24-month deadline to complete the highway. Both conditions increase the cost of Arizona highways and unduly give landowners, who know in advance where framework highways will be built, tax dollars that are not justified and a guarantee that the highway will be complete when the new homes are ready for sale.

4. Action Item - All members of the MAG, the mayors of Maricopa County, should ask their constituents to disregard the messages to tell the Governor not to increase taxes because additional funds are needed not only to build adequate highway infrastructures but also to properly maintain the highways that exist.

5. Action Item - Request that all managers who have approved the design of dangerous under-built intersections that cause higher than necessary traffic jams, higher consumption of hydrocarbon fuels (e.g., oil from the Middle East), that unnecessarily increase the production of air pollutants, including Carbon Dioxide that is converted to the pollutant Ozone which also contributes to global warming, and cause higher rates of lung cancer and concurrent higher health care costs;

Respectfully submitted by

Maricopa County (Sun City West) Resident Joseph B. Ryan
Telephone 623- 584-3300

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Jason Stephens

From: Dianne Barker [dteam11@yahoo.com]
Sent: Wednesday, June 24, 2009 3:26 PM
To: Jason Stephens
Subject: Transportation Report Public Participation

Wednesday, June 24th, 2009

Dear Mr. Stephens:

It is understood that persons as myself who could not fit your public transcript hearing last week into their schedule still have the opportunity to participate by tomorrow by writing to you. Therefore please accept my report and forward to public officials. My statement for your report is as follows:

" Holistic, comprehensive transportation planning auditing , etc for all modes is what we need. Why should any transportation subsidy debate be focused solely on mass transit by presumably a population of non-users who are vastly publicly supported for their everyday dedication to single occupancy vehicle "SOV" travel? The 40,000 deaths annually on our Nations roads require costly public safety rescue coupled with emergency expense of taking care serving injured, too!

Finally, if we don't watch out where we're going, we could end up there!" Thank you for your time and attention, Jason.

Sincerely,

**Dianne Barker, Citizen
3219 E. Camelback Rd., #393
Phoenix, Arizona 85018
dteam11@yahoo.com**