



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

October 11, 2005

TO: Members of the Transportation Policy Committee

FROM: Mayor Elaine M. Scruggs, Glendale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, October 19, 2005 - 4:00 p.m.
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

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

Please park in the garage under the Compass Bank Building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

Refreshments and a light snack will be provided. If you have any questions, please contact me at (623) 930-2262, or Eric Anderson, MAG Transportation Director or Dennis Smith, MAG Executive Director, at (602) 254-6300.

----- A Voluntary Association of Local Governments in Maricopa County -----

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

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
October 19, 2005**

COMMITTEE ACTION REQUESTED

1. Call to Order
2. Pledge of Allegiance
3. Call to the Audience

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

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. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

- *4A. Approval of July 20, 2005 Meeting Minutes
- *4B. Approval of the Proposed Phase 6 Rubberized Asphalt Project – Loop 202 from Van Buren Street to Alma School Road

The Arizona Department of Transportation (ADOT) has requested that a portion of the rubberized asphalt program be considered in

- 4A. Review and approve the July 20, 2005 meeting minutes.
- 4B. Recommend approval of the proposed Phase 6 Rubberized Asphalt project, 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for an estimated \$9.5 million.

order to meet the Spring 2006 construction schedule. The proposed Phase 6 Rubberized Asphalt project is 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for estimated cost of \$9.5 million. This Phase 6 project is only a portion of the projects that will be funded with \$75 million programmed in the Regional Transportation Plan (RTP) for freeway noise mitigation. The Transportation Policy Committee (TPC) established the TPC Freeway Maintenance/Noise Mitigation Subcommittee to work with ADOT to make recommendations to the TPC and Regional Council on the phasing of the remaining freeway segments to receive rubberized asphalt. On October 12, 2005, the Management Committee may make a recommendation on this segment. On October 17, 2005, the Subcommittee may make a recommendation. An update will be provided on actions taken by the Management Committee and the Subcommittee. Please refer to the enclosed material.

*4C. Unified Regional Logo for Regional Transportation Plan Projects

On October 3, 2005, the Regional Transportation Plan (RTP) Partners, consisting of top level administrators for ADOT, MAG, Valley Metro and Valley Metro Rail, reached a consensus to move forward with a unified regional branding strategy, including the use of a regional logo featuring the main tagline "On the Move." The purpose of the regional branding effort is to help communicate the progress of the Regional Transportation Plan to the public. The logo was voted as the most favored of three logos brought before members of the public. The logo could be used on construction signs and other printed materials to serve as a visual reminder to voters that projects in the plan are being built as promised. This item is on the October 12, 2005 Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

4C. Recommend approval of the unified regional logo as presented, incorporating the main tagline "On the Move," for use as part of a regional branding strategy for Regional Transportation Plan projects.

5. FY 2006 Early Phase Input Opportunity Report

The Early Phase is one part of MAG's four-phase public involvement process. The Early Phase allows for early input into the planning and programming process prior to the approval of a Draft TIP or Plan update. The FY 2006 Early Phase included an Early Phase Transportation Stakeholders Open House and Meeting, Transportation Fair, and a number of other special events held in cooperation with ADOT, Valley Metro and Valley Metro Rail. Please refer to the enclosed material.

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

The Regional Transportation Plan identified arterial street projects by five-year phases to be funded from the sales tax extension and MAG federal funds. As part of the development of the FY 2006 to FY 2010 Transportation Improvement Program (TIP), projects in the first phase were allocated to specific years. Based on the project information received from MAG members and the projected cash flow for the arterial street program, a draft of the 20-year, Arterial Life Cycle Program (ALCP) has been produced. On September 29, 2005, the Transportation Review Committee recommended approval of the ALCP with the understanding that in the future MAG staff will work closely to coordinate cash flow with individual projects. This item is on the October 12, 2005 Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

7. Annual Report on the Implementation of Proposition 400

A.R.S. 28-6354 requires that MAG issue an annual report on the status of project funded by the sales tax. This item will also include presentations on the status of the development of the life cycle programs as required by A.R.S. 28-6352 (A) for freeways, 28-6352 (B) for streets

5. Information and discussion.

6. Recommend approval of the Arterial Street Life Cycle Program (ALCP) with the understanding that in the future MAG staff will work closely to coordinate cash flow with individual projects.

7. Information and discussion.

and 48-5106 for transit. Please refer to the enclosed material.

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

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

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

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

8. Information and discussion.

9. Information and discussion.

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING**

July 20, 2005
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Elaine Scruggs at 4:17 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Scruggs announced that Councilmember Daniel Schweiker and Mr. Kirk Adams were participating via telephone conference. Chair Scruggs stated that transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff. Chair Scruggs noted that for agenda items #4B through #5C, a memorandum reflecting actions taken at the July 13, 2005 Management Committee meeting was at each member's place. She also noted that for agenda item #5B, Errata Sheet 06-6 and for agenda item #6, a revised summary transmittal reflecting discussion and a revised motion at July 13, 2005 Management Committee meeting, were at each member's place.

3. Call to the Audience

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

Chair Scruggs recognized public comment from William 'Blue' Crowley. Mr. Crowley informed the TPC that he has experienced some problems with the Committee, MAG, and the process as a whole, over the last two months. Mr. Crowley stated that when he came to review documents, he waited for staff for more than 20 minutes and then never showed up with the documents that Mr. Crowley requested. He then asked the Committee to turn to the Table of Contents in the Final Phase Input Opportunity Report, page 39, Transit Projects. Mr. Crowley stated that the transit projects are not there. Chair Scruggs asked Mr. Crowley if he was commenting on agenda item #5A. Mr. Crowley responded that he was using this opportunity as a call to the audience. Mr. Crowley stated that in the transit report, funds for bicycle facilities and bus pullouts are being increased by 1,000 percent. The same amount of bike lanes is being done, but \$4.5 million is being spent on bus pullouts. This is not the right way, stated Mr. Crowley. He noted there is a 469 percent increase in the amount of money going for bus stops and park-and-ride lots. Park-and-ride lots at 79th Avenue and Metro Center have all been covered. Mr. Crowley then asked Vice Chair Bilsten how many people have died of the heat in the last couple of days? Mr. Crowley stated that there isn't enough to spend on bus stops. Mr. Crowley held up a pollution advisory notice and asked the Committee if anyone realized that it was a high ozone day. Mr. Crowley noted that these alerts are happening this summer and with the frequency because the job wasn't done correctly. Mr. Crowley asked the Committee to compare what is being spent on light rail, and getting it all done within the first two years, and what is done for buses. Mr. Crowley stated the transit report states we spend money on buses. Chair Scruggs thanked Mr. Crowley for his comments.

4. Approval of Consent Agenda

Chair Scruggs recognized public comment from Mr. Crowley, who commented on conformity and whether the Committee and MAG are proactive in involving the public. Mr. Crowley stated that in one of the documents neither TPC nor RPTA had a quorum at a hearing. He feels that it's seen by the MAG boards as not important to be there, but that it is important to CTOC and the State Board. He then asked the Committee to turn to page 39 in the Final Phase Input Opportunity Report. Mr. Crowley commented that Paradise Valley doesn't have any transit projects. In the document, it shows those without automobiles and those without economic consequence. Mr. Crowley feels that the Gila River Indian Community needs a bus. He believes that for 20 years nothing is going to happen to Gila River Indian Community and Salt River Pima-Maricopa Indian Community. Mr. Crowley made a note that Route 285 comes across and stops in the western half of the County and that 60 percent of the County is west of the Loop 303. Mr. Crowley feels the documents are hard to understand and the three minute limitation was a violation to conformity guidelines. He would like the Committee to listen to it all, not just ask for a part. Chair Scruggs thanked Mr. Crowley for his comments.

Chair Scruggs stated that any member of the Committee can request that an item be removed from the consent agenda and considered individually. Chair Scruggs stated that agenda items #4A, #4B, #4C, #4D, and #4E were on the consent agenda. Chair Scruggs asked members if there were any questions on the consent agenda items. No comments were noted.

With no further discussion on the consent agenda, Chair Scruggs called for a motion. Vice Chair Bilsten moved to approve consent agenda items #4A, #4B, #4C, #4D, and #4E. Mayor Badowski seconded, and the motion passed unanimously.

4A. Approval of the June 22, 2005 Meeting Minutes

The Transportation Policy Committee, by consent, approved the June 22, 2005 meeting minutes.

4B. Draft FY 2007-2011 MAG Transportation Improvement Program (TIP) Guidance Report

The Transportation Policy Committee, by consent, recommended acceptance of the Draft FY 2007-2011 MAG Transportation Improvement Program Guidance Report. MAG is starting the process to develop the FY 2007-2011 Transportation Improvement Program (TIP), which is tentatively targeted for approval in July 2006. The first step in the TIP process is the distribution of the TIP Guidance Report (TGR), which was developed to act as a guide to decision makers to facilitate the programming of transportation projects in the region. The TGR contains the application forms for MAG federal funds and represents the formal request for projects for addition to the FY 2007-2011 MAG TIP. The Transportation Review Committee (TRC) and the Management Committee recommended acceptance of the TGR.

4C. Proposed Amendment to the FY 2004-2007 Transportation Improvement Program (TIP) for Highway and Transit Projects

The Transportation Policy Committee, by consent, recommended approval of an Amendment and/or Administrative Adjustment to the FY 2004-2007 MAG Transportation Improvement Program to add one new Enhancement Funded Mesa project and several new transit projects, plus make several changes to existing transit projects as shown in the attached tables. Following approval of the FY 2004-2007 MAG TIP on November 25, 2003, a project has been identified that needs to be added to the TIP to allow it to proceed during the current fiscal year. A multi-use path project on the Consolidated Canal: 8th Street to Lindsay Road in Mesa was awarded Transportation Enhancement funds in a prior year, but was inadvertently declared as being underway in a previous TIP. The project is now ready to proceed, but needs to be re-added to the current TIP. It also is necessary to either amend the TIP or to carry out some Administrative Adjustments to incorporate several changes to existing transit projects. All of the proposed changes may be categorized as exempt projects or minor project revisions for which an air quality conformity analysis is not required. Consultation on the conformity assessment for the proposed changes is currently underway. The TRC and the Management Committee recommended approval of the project changes described above.

4D. Federal Fiscal Year 2005 MAG Federal Funds Final Closeout and Amendment/Adjustments to the FY 2004-2007 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of changes to the interim closeout and approval of the final closeout of Federal FY 2005, and recommended amending/adjusting the FY 2004-2007 MAG TIP to allow the projects to proceed. On June 29, 2005, the MAG Regional Council approved a list of 20 projects to utilize approximately \$20 million in projects for the funds expected to be available for the FFY 2005 Closeout, including the funds released by deferred projects. Three of the projects recommended include Valley Metro Rail studies and all three were listed as needing to be transferred from Federal Highway to Federal Transit Administration (FTA) funds. One

of these studies has already been included in the MAG Unified Planning Work Program (UPWP) with existing funds and should therefore be deleted from the closeout process. The remaining two projects will not be transferred to FTA funds, but will be authorized through the MAG UPWP and the description of the funds need to be changed from STP-MAG-Flex to STP-MAG. In addition, the Regional Council also approved approximately \$6.4 million in contingency projects. These projects are for any additional, supplemental or redistributed obligation authority that may be received. Since that time, three other projects, totaling \$2.7 million, have requested to be deferred, which has effectively reduced the list of contingency projects to five, totaling \$3.7 million. At its June 30, 2005 meeting, the TRC recommended adding two ADOT projects to the list of contingency projects. The Management Committee recommended approval.

4E. Finding of Conformity for the Draft FY 2006-2010 MAG Transportation Improvement Program and Draft Regional Transportation Plan - 2005 Update

The Draft 2005 Conformity Analysis concludes that the draft Transportation Improvement Program (TIP) and the Regional Transportation Plan - 2005 Update meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On June 16, 2005, a public hearing was conducted on the draft TIP, Regional Transportation Plan - 2005 Update, and Conformity Analysis. On June 23, 2005, the MAG Air Quality Technical Advisory Committee recommended approval of the Draft 2005 MAG Conformity Analysis for the Draft FY 2006-2010 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan - 2005 Update. Approval of the conformity finding by the Regional Council is required for MAG adoption of the TIP and Regional Transportation Plan (RTP). The Management Committee recommended approval of the Finding of Conformity. This item was on the agenda for information.

5A. FY 2005 MAG Final Phase Public Input Opportunity

Chair Scruggs stated that public comment and combined action on agenda items #5A, #5B, and #5C would follow the presentations and Committee discussion.

Dennis Smith introduced Jason Stephens, who provided a presentation on the Final Phase Input Opportunity that was conducted in mid-May through June. The Final Phase, which is part of a four phase public involvement process, gives members of the public a final opportunity to provide comment on MAG transportation plans and programs. Mr. Stephens explained that MAG cosponsored several public input opportunities in May and June 2005 with the Arizona Department of Transportation, Valley Metro and Valley Metro Rail. In addition to attending MAG policy committee meetings, staff attended the Santan Freeway opening, and an open house/public hearing was held June 16, 2005 to provide information and receive comment on the Draft FY 2006-2010 Transportation Improvement Program (TIP), the Regional Transportation Plan - 2005 Update and Draft 2005 MAG Conformity Analysis. Mr. Stephens stated that comments received during these input opportunities and staff responses to comments are included in the Final Phase Input Opportunity Report.

Mr. Stephens provided a summary of questions and comments, which included items such as, the light rail should go all the way to East Mesa, rubberizing freeways should be completed sooner, more bus shelters are needed as well as bus service and better Dial-A -Ride services. Mr. Stephens relayed that the public would like to decrease the number of high pollution days, increase roads in the Southwest Valley, including Pinal County, and see better street maintenance in Mesa.

Mayor Thomas asked Mr. Stephens if there is anything else that MAG could do to encourage public involvement. Mr. Stephens stated that MAG realizes it is difficult to get members of the public to attend meetings, therefore MAG hosts booths at special events with large numbers of participants. In addition to events held during the work week, weekends and nights are utilized to provide opportunities for the public input into the plans and programs. No further questions from the Committee were noted.

5B. Approval of the Draft FY 2006-2010 MAG Transportation Improvement Program

Dennis Smith introduced Paul Ward, who provided a presentation on the development of the FY 2006-2010 Draft MAG TIP. Mr. Ward explained that each year MAG updates the Five Year TIP, primarily by adding a fifth year. All federally-funded projects and regionally significant transportation projects (including city and privately-funded projects) must be included in the draft TIP for the purpose of meeting the air quality conformity analysis requirements. The Draft FY 2006-2010 TIP was approved by Regional Council in April 2005 to undergo this analysis, which is now complete. A public hearing on the draft TIP was conducted on June 16, 2005. The TRC and Management Committee recommended approval of the Draft TIP, contingent upon a finding of conformity.

Mr. Ward explained that all projects originally come from the 2004-2007 TIP and RTP. MAG federally-funded projects are normally handed in or requested and approved by MAG Regional Council by December. ADOT and transit projects are submitted in December and agency projects by the end of January. Mr. Ward went on to explain that a Draft TIP for a conformity analysis is prepared in the April/March time frame and the conformity analysis is usually completed in May/June. Regional Council approval of the TIP will be sought next week and federal approval of Air Quality Conformity Analysis in July/August. Mr. Ward stated that approval by the Governor's designee is expected to occur in August/September and the incorporation into the STIP in September/October.

Mr. Ward explained that changes to projects in the Draft TIP during the development process are sent to member agencies by means of Errata Sheets, which are approved at various points in the process. Mr. Ward referred to the Errata Sheets that were at each member's place. He informed the Committee that changes to the TIP occur on a regular basis. The main changes to the TIP are to the funding types or addition, deferral or scope changes, including closeout actions. Mr. Ward confirmed that no regionally significant changes are allowed after the Draft TIP is approved for air quality conformity analysis, which occurred in April. Any changes or any new regionally significant projects that are submitted after that point in time will have to be put forward as a TIP Amendment. Mr. Ward confirmed that there are no TIP Amendments at this time.

Mr. Ward stated that the projects listed in the FY 2006-2010 Draft MAG TIP include more than 520 street projects; 270 transit projects; 160 freeway projects; and 100 bicycle and pedestrian projects. The total FY 2006-2010 Draft MAG TIP spread over five years is \$5.8 billion. Mr. Ward informed the Committee that the largest portion comes from regional highway funds. The remainder comes from local highway, federal transit and federal highway funds. Mr. Ward explained that almost half of the funding is going to streets, including local arterials. The remainder will go to freeways and transit and for studies and contingencies.

Mr. Ward stated that the MAG federal funds that are currently programmed are almost \$420 million. Mr. Ward expects this amount to rise once federal reauthorization is completed. The largest portion of funds, slightly less than 40 percent, will still go to freeways. As there were no questions for Mr. Ward, the Committee moved to the next agenda item.

5C. Approval of the Draft MAG Regional Transportation Plan - 2005 Update

Dennis Smith introduced Roger Herzog, who provided an update on the 2005 Regional Transportation Plan (RTP). Mr. Herzog explained that the 2005 Update covers the change in the construction phase for certain projects in the RTP. He stated that the changes involve advanced construction of arterial projects that will be funded by the agencies that are implementing these projects and that those agencies will later be reimbursed according to the original schedule in the RTP. These changes will be applied to the plan that was approved in November 2003 and amended in June 2004. Mr. Herzog went on to explain that MAG has gone through a consultation process as required by ARS 28-6308. This is a process that will need to be followed through calendar year 2005 to review any changes to the plan. Mr. Herzog also stated that MAG held a public hearing on the changes on June 16, 2005. The changes all meet air quality conformity requirements. The TRC and Management Committee recommended approval of the Draft RTP Update, contingent upon a finding of conformity.

Vice Chair Bilsten moved to recommend acceptance of 5A, the FY 2005 MAG Final Phase Public Input Opportunity; to recommend approval of 5B, the Draft FY 2006-2010 MAG Transportation Improvement Program contingent upon a finding of conformity of the TIP with the applicable state and federal air quality conformity implementation plans; and to recommend approval of 5C, the Draft MAG Regional Transportation Plan - 2005 Update contingent upon a finding of conformity of the RTP with the applicable state and federal air quality implementation plans. Vice Chair Bilsten also thanked staff for all their hard work in the public meetings that they have held. Mayor Hawker seconded the motion and Chair Scruggs opened the floor for discussion.

Mr. Dave Berry wanted to be sure that he was on record as objecting to the expenditures of CMAQ funds. Mr. Berry, who serves on the Air Quality Technical Committee, stated that the air quality issues are well documented and that there is a need for very high returns in terms of reducing emissions at low cost. Yet CMAQ funds are being used for bicycle education programs. Mr. Berry stated that a perfect example of where there are unmet needs is with the PM-10 Efficient Street Sweepers.

Mr. Smith reminded the Committee that in the Closeout process there is extreme competition for a limited amount of money. Environmental staff went to the Transportation Review Committee and made a plea for street sweepers. Mr. Smith confirmed there was a list of street sweepers approved by Regional Council and each street sweeper on the list was funded.

Mr. Berry was pleased to hear that, but commented that street sweepers are just one example and there were many others. He stated that air quality is a critical area where the region is just on the cusp with compliance and that he doesn't feel MAG is being aggressive or discriminating enough on how CMAQ money is spent. Mr. Berry believes that although bike and safety issues are important, there should be a much heavier emphasis on air quality with CMAQ monies.

Mr. Smith commented that in the Regional Transportation Plan, money was slotted for bike and pedestrian projects, maintenance, air quality, and many other categories. Therefore funding is in its own slot and those projects will compete in those slots. Chair Scruggs asked Mr. Smith if there were other projects competing for the same funds that did not get funded or did everything get funded? Mr. Smith replied that there were \$50 million worth of projects and \$20 million to spend. Many projects were left on the table, but all the street sweepers were funded.

Mr. Berry explained that the Air Quality Technical Advisory Committee does a scoring based on the air quality benefit and if that scoring method was used, many of these projects wouldn't have made the cut and there would be better air quality projects in their place. Mr. Berry stated that he wanted to put it on the table that he has been fighting for air quality along the way.

Chair Scruggs conducted a vote in which the majority voted in favor of the approval of 5A, the FY 2005 MAG Final Phase Public Input Opportunity; of approval of 5B, the Draft FY 2006-2010 MAG Transportation Improvement Program contingent upon a finding of conformity of the TIP with the applicable state and federal air quality conformity implementation plans; and approval of 5C, the Draft MAG Regional Transportation Plan - 2005 Update contingent upon a finding of conformity of the RTP with the applicable state and federal air quality implementation plans. The motion passed, with Mr. Berry voting no.

6. Williams Gateway Freeway Preferred Alignment

Mr. Smith explained that in the MAG Regional Transportation Plan, Williams Gateway was listed as a new corridor, and similar to what was done with the Loop 303, MAG went through an effort to come up with a preferred alignment. Mr. Smith explained that two cities, Queen Creek and Mesa, desperately wanted the same freeway. Therefore MAG needed to go through a consultant effort, very objectively, and look at where the best place for the preferred alignment would be. He went on to explain that the summary transmittal in the agenda package includes comments from both Queen Creek and Mesa.

Mr. Smith then introduced Mr. John McNamara, consultant, with DMJM+HARRIS. Mr. McNamara provided the Committee with a presentation on the MAG Williams Gateway Freeway Alignment and Environmental Overview, which was initiated in November 2004. The objectives of the alignment study and environmental overview were threefold. The first was to conduct a rigorous planning effort to evaluate a variety of preliminary alignments and come forward with a recommendation. The second objective was to conduct an environmental overview to identify any critical environmental factors that would affect the location of the corridor. The final objective was to conduct a preliminary engineering study to identify preferred right-of-way and the characteristics of that right-of-way, including the traffic interchange locations and information related to the preliminary cost of the facility. Mr. McNamara explained that during this process, extensive public outreach efforts were conducted. Interviews were held with cities, towns, counties, the Williams Gateway Airport Authority and major business and property owners. Along with the 18 stakeholder interviews in December through February, a public open-house and community workshop at ASU East was held in March for which there was an extensive turnout.

Mr. McNamara explained that the study used a three-tiered process. He stated that Tier 1 was broad. It was to define system corridor alternatives with Santan/Loop 202 at one end, serving Williams Gateway Airport, and extending east to the Pinal County Line. He explained that there were three different potential alignments for the system corridors: Hawes #1 Corridor, Hawes #2 Corridor, and lastly a corridor off the Santan Freeway in Gilbert near Greenfield Road. All three corridors extended past the Williams Gateway Airport to the Pinal County line. The evaluation criteria for Tier 1 included consistency with the MAG Regional Transportation Plan, local general plans, Williams Gateway Airport impacts, and major land use or economic impacts. Mr. McNamara confirmed that the Hawes #2 Corridor ranked highest.

Mr. McNamara went on to explain that Tier 2 defined seven different alternatives roughly a half mile apart within the Hawes #2 Corridor. The evaluation criteria for Tier 2 included economic development,

consistency with general plans, transportation service, environmental compatibility, cost minimization and Pinal County considerations.

Mr. Berry asked if the evaluation gave any consideration to alignments if property owners might be willing to donate their property. Mr. McNamara responded that there was some discussion, but it never entered into the evaluation criteria. Mr. McNamara reminded the Committee that the results of this study are not the “end all.” ADOT is scheduled to initiate a design concept report next year. At that point ADOT goes through a federal environmental process that also has to consider alternatives in addition to the recommendation.

Mr. Berry suggested that the Committee try to spend taxpayers’ dollars as efficiently as possible and should emphasize an alignment that takes the cost component into consideration.

Mr. McNamara explained that as a result of the Tier 2 process, the alternatives were narrowed down to the following three: Frye Road alignment; Willis Road alignment; and Ryan Road alignment. He also mentioned that there was a side investigation performed where they looked at super street or parkway options. There were three potential locations; Ellsworth/Ryan Parkway; Crismon/Ryan Parkway; Signal Butte/Ryan Parkway. It was noted that further work on this concept would require a separate study and there is no regional funding for a parkway facility.

Mr. McNamara stated that at this point the study moved into Tier 3 and the evaluation criteria became more detailed, with nine criteria and 31 performance measures. As a result of the application of these criteria and performance measures, the Tier 3 process led to the recommendation of one of the three remaining alternatives. Mr. McNamara stated that it was the consultant’s recommendation to move ahead with Alternative Three - Frye Road.

Mr. Rusty Gant commented that he would be abstaining during the vote due to an ADOT study on the Williams Gateway Corridor which has not been completed and that he cannot take a position at this time.

Mayor Hawker raised the issue of possible land donations and the cost of alternatives Three, Five and Seven. He understood that potential land donations would not offset the higher cost of Alternative Seven. Mr. McNamara confirmed that this was their conclusion.

Mr. Berry said that he would like to contact land owners to see if they are willing to donate land. He commented that the road will bring value to the surrounding area. Mr. Berry asked if MAG was doing taxpayers a service. Mayor Hawker mentioned that he brought a property owner representative to the meeting tonight. He also stated that a freeway will enhance the property value and they will work that angle to keep the cost down.

Mayor Thomas believes MAG follows the “yellow book,” where land is considered in its current state. He stated that if there is speculation on where the preferred alignment is going, it will drive prices up. Mayor Thomas asked if zoning had been established with Alternative Three.

Mayor Hawker responded that it is part of the master plan view. He commented that the freeway will be used by Mesa as a buffer between heavy industrial to the south and residential to the north. Mayor Thomas asked how Pinal County fit into the picture. Mayor Thomas did not want to see the same congestion occur as it has in Gold Canyon.

Mr. McNamara responded that to his knowledge Pinal County has not taken an official position on the preferred alternative. The State Land Department has indicated its preference is Alternative Three, which also happens to be the alternative with the lowest estimated cost. Alternative Three is also compatible with ADOT's Pinal County Corridor Definition Study. He stated that for the ADOT Pinal County Study, any of the alternatives in the final mix (Three, Five and Seven), were located in a way to make sense with the corridors ADOT is studying in Pinal County. Mr. McNamara went on to explain that there is a large area in Pinal County that is being examined by ADOT, as to whether the Williams Gateway Corridor continues straight eastward and makes a connection to US 60 southeast of Gold Canyon Ranch, or if it even dips down into Pinal County before it connects eastward.

Mr. Eric Anderson stated the outer sections of US 60 going through Gold Canyon Ranch weren't envisioned as a fully-controlled access facility and as development has occurred, access control has become a bigger issue. Mr. Anderson went on to say that for the Williams Gateway facility and other new facilities that are being planned in Maricopa County and even Pinal County, the corridors will be designed and planned as fully access controlled facilities from the beginning. Mr. Anderson feels that this scenario puts us ahead of the game.

Mayor Cavanaugh moved to select Alternative 3 - Frye Road as the preferred alignment for the Williams Gateway Freeway in Maricopa County and recommend to ADOT that Alternative 7 - Ryan Road be considered in the design concept/environmental evaluation conducted by ADOT. Mayor Dunn seconded, and the motion passed, with Mr. Gant abstaining.

Chair Scruggs announced that no meeting will be held in August. There being no further business, the meeting adjourned at 5:08 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 11, 2005

SUBJECT:

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

SUMMARY:

The Arizona Department of Transportation (ADOT) has requested that a portion of the rubberized asphalt program be considered in order to meet the Spring 2006 construction schedule. This is necessary because the application of rubberized asphalt is temperature sensitive. According to ADOT, rubberized asphalt can only be applied in the Spring and Fall in the Phoenix area – from March 15 to May 31 and from September 1 to November 15 – when the concrete pavement surface is between 85 and 145 degrees Fahrenheit. The proposed Phase 6 Rubberized Asphalt project is 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for estimated cost of \$9.5 million.

This Phase 6 project is only a portion of the projects that will be funded with \$75 million programmed in the Regional Transportation Plan (RTP) for freeway noise mitigation. The Transportation Policy Committee (TPC) established the TPC Freeway Maintenance/Noise Mitigation Subcommittee to work with ADOT to make recommendations to the TPC and Regional Council on the phasing of the remaining freeway segments to receive rubberized asphalt. ADOT has created a proposed schedule for the application of rubberized asphalt. The MAG Management Committee may make a recommendation on this project at its October 12, 2005 meeting. It is also anticipated that the TPC Freeway Maintenance/Noise Mitigation Subcommittee will be considering a recommendation of the Phase 6 segment and will start discussions on future phasing of projects at its October meeting. An update will be provided on actions taken by the committees.

PUBLIC INPUT:

At the April 27, 2005 TPC Freeway Maintenance/Noise Mitigation Subcommittee meeting, during the call to the audience, two Tempe residents spoke in favor of placing rubberized asphalt on this section of the freeway system.

PROS & CONS:

PROS: Approval will allow the Phase 6 segment to be completed in Spring of 2006.

CONS: If not approved, it would result in a delay of the rubberized asphalt program on all remaining freeway segments.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Funding for this project has already been programmed in the Regional Transportation Plan. The phasing of remaining rubberized asphalt projects has yet to be recommended.

POLICY: The approval of the proposed Phase 6 Rubberized Asphalt project will allow for the program to move forward efficiently and will address neighborhood concerns.

ACTION NEEDED:

Recommend approval of the proposed Phase 6 Rubberized Asphalt project, 6.5 miles on the section of Loop 202 from Van Buren Street to Alma School Road for an estimated \$9.5 million.

PRIOR COMMITTEE ACTIONS:

None. The MAG Management Committee and the TPC Freeway Maintenance/Noise Mitigation Subcommittee may make recommendations at their October meetings. An update will be provided on actions taken by the committees.

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 11, 2005

SUBJECT:

Unified Regional Logo for Regional Transportation Plan Projects

SUMMARY:

For the past five years, MAG, Valley Metro, ADOT, and Valley Metro Rail have joined together to host joint public involvement events to provide seamless information to the public across all transportation modes. The Regional Transportation Plan (RTP) Partners is a group of top-level administrators for each of the partnering agencies that meet regularly to discuss issues relating to the RTP. The RTP Communication Partners is a subgroup made up of communication representatives of each of the four transportation agencies. The Communication Partners group is working to develop a comprehensive communication strategy to continue to inform the public about the progress of the Plan.

As part of its outreach efforts, the Communication Partners wanted to create a unified logo and tagline to serve as a visual "brand" for RTP projects and to help serve as a reminder that projects are being built as promised and that the half-cent sales tax dollars are hard at work. The logo could be used on construction project signs as well as other outreach materials.

A main theme or tagline, "On the Move," was selected by the partners to serve as the basis for the logo. Three potential logos were developed. The logos and taglines were displayed at the Sunday on Central event in April 2005 where members of the public were asked to select their favorite logo and tagline.

On October 3, 2005, the preferred logo and tagline were presented to the RTP Partners for consideration. The consensus of the group was to move forward with the selected logo and tagline.

PUBLIC INPUT:

Members of the public were asked to submit, by ballot, their preferences for the logo during the Sunday on Central event in April 2005.

PROS & CONS:

PROS: Having a single, unified regional brand will help communicate the progress of the Regional Transportation Plan and serve as a visual reminder to voters that the half-cent sales tax is building projects as promised.

CONS: Some costs may be incurred in producing the logo for various agency materials.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: None.

ACTION NEEDED:

Recommend approval of the unified regional logo as presented, incorporating the main tagline "On the Move," for use as part of a regional branding strategy for Regional Transportation Plan projects.

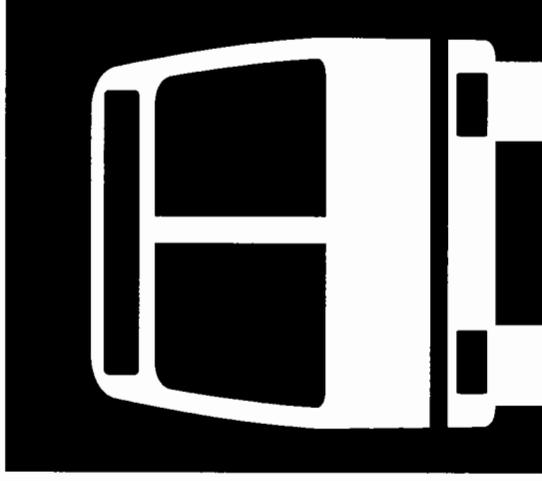
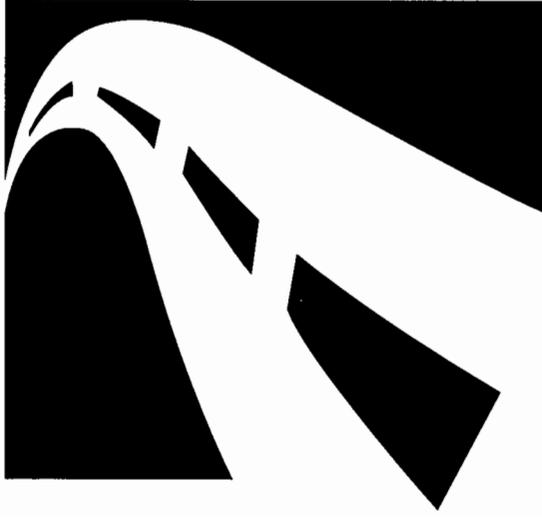
PRIOR COMMITTEE ACTIONS:

None. This item is on the October 12, 2005 Management Committee agenda. An update will be provided on action taken by the committee.

CONTACT PERSON:

Kelly Taft, MAG Communications Manager, 602-254-6300.

ON THE MOVE



PARTNERS IN PROGRESS

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 11, 2005

SUBJECT:

FY 2006 MAG Early Phase Public Input Opportunity Report

SUMMARY:

The Early Phase is one part of MAG's four-phase public involvement process. The Early Phase allows for early input into the planning and programming process prior to the consideration of a Draft TIP or Plan update. The FY 2006 Early Phase included an Early Phase Transportation Stakeholders Open House and Meeting, Transportation Fair, and a number of other special events held in cooperation with the Arizona Department of Transportation (ADOT), Valley Metro/Regional Public Transportation Authority and Valley Metro Rail.

During the Early Phase Public Input Opportunity, MAG participated in and cosponsored events from August 2005 through September 2005 together with ADOT, Valley Metro and Valley Metro Rail. Various forums for input were used during the FY 2006 Early Phase Input Opportunity. MAG received public comment at the August 17, 2005 Early Phase Transportation Stakeholders Open House and Meeting; Southwest Realtors Exp on August 18; Hispanic Women's Conference on September 15 and 16; Fiesta Glendale on September 16 and 17; Transportation Fair on September 22; and the City of Gilbert's So Long to Summer Fest on September 24, 2005. Staff from all of the agencies provided information, responded to comments and answered questions.

PUBLIC INPUT:

Input was received throughout the Early Phase Input Opportunity and is included in the attached FY 2006 Early Phase Input Opportunity Report.

PROS & CONS:

PROS: The FY 2006 Early Phase Public Input Opportunity provides an opportunity for the public to provide comment on transportation plans and programs prior to approval by MAG policy committees, in accordance with federal law. The input process also provides information regarding the meeting process, content, and results to participants, staff, decision makers, federal agencies and other interested parties.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This input will be considered in the development of the FY 2007-2011 Transportation Improvement Program.

POLICY: MAG adopted an expanded public involvement process for the annual update of MAG transportation plans and programs, in accordance with the Transportation Equity Act for the 21st Century (TEA-21). The public involvement process is divided into four phases: early input, mid-phase, final phase and continuous involvement. The Early Phase process fulfills both the federal requirements and MAG policy, while the report conveys these results to policymakers.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None. This item is on the October 12, 2005 Management Committee agenda for information and discussion.

CONTACT PERSON:

Jason Stephens, MAG Public Involvement Planner, or Kelly Taft, MAG Communications Manager, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 11, 2005

SUBJECT:

Approval of the Arterial Life Cycle Program (ALCP)

SUMMARY:

A.R.S. 28-6352 (B) requires MAG to develop a budgeting process that ensures that the costs for the arterial program do not exceed available revenues. Since May 2005, the Arterial Life Cycle Program (ALCP) has been in development. The ALCP provides a listing of projects by year over the 20-year life cycle of the sales tax. The projects follow the priorities established in the Regional Transportation Plan (RTP). In some cases, projects are being advanced under the arterial street advancement policy, however, the regional funding for these projects remains in the phase as listed in the RTP.

There was significant work between the involved jurisdictions and MAG staff to program and schedule all projects in the ALCP. The ALCP represents a program that is balanced for each year. In the development of the ALCP, there were requests from jurisdictions to receive reimbursements in larger sums in a single year rather than reimbursements spread out over two to five years and that the reimbursement be made at the beginning of a five-year phase. Given the cash flow constraints, it is not possible to meet these requests at this time. MAG staff and the jurisdictions will continue to refine the ALCP as revenue projections are revised and better cash flow projections are developed.

Once the ALCP is approved, any necessary administrative adjustments to the current Transportation Improvement Program (TIP) will be made and will be used in the development of the next TIP that will cover the period of 2007 to 2011. Also, the ALCP will solidify the schedule for projects for which work on a project agreement is beginning. Before a project agreement can be executed, the project has to be in an approved ALCP and in the TIP.

PUBLIC INPUT:

At the September 29, 2005 Transportation Review Committee meeting, a citizen spoke about building streets and multimodal facilities together and doing it right the first time.

PROS & CONS:

PROS: An approved ALCP meets the legal requirement of MAG for the arterial street component of the RTP. The ALCP will also be used for as input for the TIP and RTP update and establishes the starting point for the ALCP. The approved ALCP will allow jurisdictions and MAG to enter into project agreements.

CONS: We do not as yet have a firm, updated revenue stream for both the Regional and Federal funds, so programming and scheduling could change as the revenue projections are updated.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: MAG will have a beginning Life Cycle budget for the arterial portion of Proposition 400, which totals more than \$1.5 billion. This will feed into the MAG TIP and the MAG RTP update.

POLICY: A.R.S. 28-6352 (B) required that MAG develop a budgeting process for the arterial street component of the RTP.

ACTION NEEDED:

Recommend approval of the Arterial Street Life Cycle Program (ALCP) with the understanding that in the future MAG staff will work closely to coordinate cash flow with individual projects.

PRIOR COMMITTEE ACTIONS:

This item is on the October 12, 2005 Management Committee agenda. An update will be provided on actions taken by the Committee.

The Transportation Review Committee recommended approval of the Draft Arterial Life Cycle Program on September 29, 2005, with the understanding that in the future MAG staff will work closely to coordinate cash flow with individual projects.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

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

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

CONTACT PERSON:

Eileen O'Connell, MAG, 602-254-6300.

CITY	PROJECT	RTP CODE	RTP - 2005\$	PROJECT DESCRIPTION	TYPE OF WORK	YEAR	ADVID/EF/EX/CH	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026						
				Elliott Rd: Ellsworth Rd to Meridian Rd	CONST	2025																												
Gilbert	Elliott/Cooper: Intersection Improvements	AII-ELT-30-03	3.351		DES	2011	EXCH						0.209																4.870					
					EXCH	2012	EXCH							0.735																				
					CONST	2013	EXCH								2.408																			
Gilbert	Elliott/Gilbert: Intersection Improvements	AII-ELT-40-03	3.351		DES	2016																												
					ROW	2017												0.222																
					CONST	2018													3.129		0.000													
Gilbert	Elliott/Greenfield: Intersection Improvements	AII-ELT-10-03	3.351		DES	2021																												
					ROW	2022																												
					CONST	2023																												
Gilbert	Elliott/Higley: Intersection Improvements	AII-ELT-20-03	3.351		DES	2021																												
					ROW	2022																												
					CONST	2023																												
Gilbert	Elliott/Val Vista: Intersection Improvements	AII-ELT-50-03	3.351		DES	2021																												
					ROW	2022																												
					CONST	2023																												
Mesa	Germann: Ellsworth Rd to Signal Butte Rd	ACI-GER-10-03	11.135		DES	2019	ADV																											
					ROW	2020	ADV																											
					CONST	2021	ADV																											
Gilbert	Germann Rd: Gilbert to Power Rd	ACI-GER-20-03	19.676		DES	2008																												
					ROW	2009																												
					CONST	2010																												
					ADV	2008																												
					ROW	2009																												
					CONST	2010																												
Chandler	Gilbert Rd: Loop 202 (SA) to Hunt Hwy	ACI-GIL-10-03	18.595		DES	2008	ADV																											
					ROW	2009	ADV																											
					CONST	2010	ADV																											
					ADV	2008																												
					ROW	2009																												
					CONST	2010																												
					ADV	2008																												
					ROW	2009																												
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					ROW	2009																												
					CONST	2010																												
					ADV	2008																												
					ROW	2009																												
					CONST	2010																												

CITY	PROJECT	RTP CODE	RTP-2005\$	PROJECT DESCRIPTION	TYPE OF WORK	YEAR	ADVD/EF/EX/CH	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
		ACI-GUD-10-03-C		Guadalupe Rd: Crimson to Meridian	DES	2013								0.699														
				Guadalupe Rd: Crimson to Meridian	ROW	2014									2.098													
				Guadalupe Rd: Crimson to Meridian	CONST	2015										3.759												
Gilbert	Guadalupe/Cooper Intersection Improvements	All-GUD-30-03	3.351				EXCH																					
					DES	2011	EXCH						0.234															
					ROW	2012	EXCH						1.259															
					CONST	2013	EXCH																					
Gilbert	Guadalupe/Gilbert Intersection Improvements	All-GUD-40-03	3.351							0.168	1.120	1.865																
					DES	2008																						
					ROW	2009																						
					CONST	2010						0.199																
					SAVING	2010																						
Gilbert	Guadalupe/Greenfield Intersection Improvements	All-GUD-10-03	3.351																									
					DES	2021																	0.179					
					ROW	2022																	0.455					
					CONST	2023																		2.612				
					SAVING																				0.105			
Gilbert	Guadalupe/Power Intersection Improvements	All-GUD-20-03	3.351																				0.684					
					DES	2021																		1.539				
					ROW	2022																			1.128			
					CONST	2023																						
Gilbert	Guadalupe/Vista Intersection Improvements	All-GUD-50-03	3.351																									
					DES	2016																						
					ROW	2017							0.170															
					CONST	2018								0.521														
					SAVING																							
Peoria	Happy Valley Rd: Loop 303 to 67th Avenue	ACI-HPV-10-03	18.379																									
					ADV																							
					DES	2004																						
					ROW	2005																						
					CONST	2006																				6.126		
					CONSTRUCTION																							
					DES	2012																						
					ROW	2013																						
					CONST	2014																						
					CONSTRUCTION																							
					ADV																							
					ROW	2013																						
					CONST	2014																						
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					ADV																							
					ROW	2013																						
					CONST	2014																						

CITY	PROJECT	RTP CODE	RTP - 2005\$	PROJECT DESCRIPTION	TYPE OF WORK	YEAR	ADVID EPEX CH	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
		ACI-HPV-10-03-C		Happy Valley Rd: Terramar Blvd to 67th Ave	DES	2022																						
				Happy Valley Rd: Terramar Blvd to 67th Ave	ROW	2022																						
				Happy Valley Rd: Terramar Blvd to 67th Ave	CONST	2022																	6.126					
Phoenix	Happy Valley Rd: 67th Avenue to I-17	ACI-HPV-20-03	14.703																					1.470	4.411	8.822		
					DES	2022																						
					ROW	2023																						
					CONST	2024																						
Mesa	Hawes Rd: Broadway Rd to Ray Rd	ACI-HWS-10-03	18.487				ADV																					
		ACI-HWS-10-03-A		Hawes Rd: Broadway to Baseline	DES	2020	ADV																0.637					
				Hawes Rd: Broadway to Baseline	ROW	2021																	1.910					
				Hawes Rd: Broadway to Baseline	CONST	2022																	3.821					
		ACI-HWS-10-03-B		Hawes Rd: Baseline to Elliot	DES	2022																	0.618					
				Hawes Rd: Baseline to Elliot	ROW	2023																			1.854			
				Hawes Rd: Baseline to Elliot	CONST	2024																				3.709		
		ACI-HWS-10-03-C		Hawes Rd: Elliot to Santan Freeway	DES	2023																			0.226			
				Hawes Rd: Elliot to Santan Freeway	ROW	2024																					1.354	
				Hawes Rd: Elliot to Santan Freeway	CONST	2024																					2.257	
		ACI-HWS-10-03-D		Hawes Rd: Santan Freeway to Ray	DES	2009	ADV																				0.226	
				Hawes Rd: Santan Freeway to Ray	ROW	2009	ADV																					1.354
				Hawes Rd: Santan Freeway to Ray	CONST	2010	ADV																					0.521
Mesa	Higley Rd Parkway: US 60 to SR 202L (RM) widening	ACI-HIG-10-03	14.919																									
		ACI-HIG-10-03-A		Higley Rd Parkway: Loop 202 to Brown Rd	DES	2017														0.749								
				Higley Rd Parkway: Loop 202 to Brown Rd	ROW	2018															2.248							
				Higley Rd Parkway: Loop 202 to Brown Rd	CONST	2019																4.463						
		ACI-HIG-10-03-B		Higley Rd Parkway: Brown Rd to US60	DES	2018															0.749							
				Higley Rd Parkway: Brown Rd to US60	ROW	2019																						2.248

CITY	PROJECT	RTP CODE	RTP-2005\$	PROJECT DESCRIPTION	TYPE OF WORK	YEAR	ADV/DEF/EXCH	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
				McKellips Rd: E of Sossaman to Crismon	CONST	2023																		6.413					
		ACH-MCK-10-03-B		McKellips Rd: Crismon to Meridian	DES	2023																		0.713					
				McKellips Rd: Crismon to Meridian	ROW	2024																			2.138				
				McKellips Rd: Crismon to Meridian	CONST	2025																					4.191		
Mesa	McKellips Rd: Gilbert Rd to Power Rd	ACH-MCK-20-03	19,352				DEF																						
				Corridor Study	Study	2006																							
		ACH-MCK-20-03-A		McKellips Rd: Gilbert Rd to Val Vista Dr	DES	2007		0.295																					
				McKellips Rd: Gilbert Rd to Val Vista Dr	ROW	2007		1.117																					
				McKellips Rd: Gilbert Rd to Val Vista Dr	CONST	2008			3.036																				
		ACH-MCK-20-03-B		McKellips Rd: Val Vista Dr to Higley Rd	PRE-DES	2007		0.328																					
				McKellips Rd: Val Vista Dr to Higley Rd	DES	2008		0.328																					
				McKellips Rd: Val Vista Dr to Higley Rd	ROW	2009			0.626																				
				McKellips Rd: Val Vista Dr to Higley Rd	CONST	2010				6.570																			
		ACH-MCK-20-03-C		McKellips Rd: Higley Rd to Power Rd	PRE-DES	2010						0.336																	
				McKellips Rd: Higley Rd to Power Rd	DES	2011							0.307																
				McKellips Rd: Higley Rd to Power Rd	ROW	2012								1.928															
				McKellips Rd: Higley Rd to Power Rd	CONST	2013									3.857														
				McKellips Rd: Power Rd	SAVINGS	2013									0.623														
MCDOT	McKellips Rd: Bridge over Salt River	ACH-MCK-30-03	12,433													2.378													
					ROW	2013																							
					CONST	2014										10.054													
MCDOT	McKellips Rd: Loop 101 (P1) to SFP-MIC/Alma School Rd	ACH-MCK-40-03	35,028																										
					DES	2013																							
					ROW	2014																							
					CONST	2015											6.466												
					SAVINGS	2015																							
Mesa	Meridian Rd: Baseline Rd to Germann Rd	ACH-MER-10-03	26,055			ADV																							
				Meridian Rd: Baseline Rd to Ray Rd	DES	2015	ADV																						
				Meridian Rd: Baseline Rd to Ray Rd	ROW	2016													1.498										
				Meridian Rd: Baseline Rd to Ray Rd	CONST	2017													4.495										
																													8.990

CITY	PROJECT	RTP CODE	RTP - 2005\$	PROJECT DESCRIPTION	TYPE OF WORK	YEAR	ADVD/EF/EX CH	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026				
				Pima Rd: Deer Valley Rd to Pinnacle Peak		2006	ADV																									
				Pima Rd: Deer Valley Rd to Pinnacle Peak		2007/2008	ADV																									
				Pima Rd: Pinnacle Peak to Happy Valley Rd	DES	2009/2010	ADV																									
				Pima Rd: Pinnacle Peak to Happy Valley Rd	ROW	2010/2011	ADV						14,789																			
				Pima Rd: Pinnacle Peak to Happy Valley Rd	CONST	2011/2012								14,789																		
				Pima Rd: Dynamite Blvd to Cave Creek Rd (Stagecoach Rd)	DES	2011									14,789																	
				Pima Rd: Dynamite Blvd to Cave Creek Rd (Stagecoach Rd)	ROW	2012										14,789																
				Pima Rd: Dynamite Blvd to Cave Creek Rd (Stagecoach Rd)	CONST	2013/2014/2015											14,789															
Scottsdale /SRP-MIC	Pima Rd: McKellips to Via Linda	ACH-PMA-30-03	27,244			2008																										
					DES	2008																										
					ROW	2009		4,000																								
					CONST	2010						16,757																				
Mesa/MCD OT	Power Rd: Baseline Rd to Galveston	ACH-PWR-20-03	16,108																													
Mesa				Power Rd: Ease Maricopa Floodway (EMF) to Galveston	DES	2006	EXCH	0.574																								
				Power Rd: Ease Maricopa Floodway (EMF) to Galveston	ROW	2007	EXCH	1.462																								
				Power Rd: Ease Maricopa Floodway (EMF) to Galveston	CONST	2008	EXCH	5.739																								
MCDOT				Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	DES	2005	ADV								0.834																	
				Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	ROW	2005	ADV									2.083																
				Power Rd: Baseline Rd to East Maricopa Floodway (EMF)	CONST	2006	ADV										5.416															
Gilbert	Power Rd: Galveston to Chandler Heights	ACH-PWR-10-03	18,379																													
				Power: Galveston to Pecos	DES	2011	ADV																									
				Power: Galveston to Pecos	ROW	2012	ADV																									

CITY	PROJECT	RTP CODE	RTP - 2005\$	PROJECT DESCRIPTION	TYPE OF WORK	YEAR	ADVID/EP/EX CH	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
				Power: Galveston to Pecos	CONST	2013	ADV																	5.973					
		ACI-PWR-10-03-B		Power: Pecos to Chandler Heights	DES	2022																	0.919						
				Power: Pecos to Chandler Heights	ROW	2023																		2.297					
				Power: Pecos to Chandler Heights	CONST	2024																			5.973				
Chandler	Price Rd: Loop 202 to I-10	ACI-PRC-10-03	49,731																										
				Price Rd (Extension): Loop 202 to I-10		2016												9,946											
				Price Rd (Extension): Loop 202 to I-10		2017													9,946										
				Price Rd (Extension): Loop 202 to I-10		2018														9,946									
				Price Rd (Extension): Loop 202 to I-10		2018															9,946								
				Price Rd (Extension): Loop 202 to I-10		2019																9,946							
Chandler/Gilbert	Queen Creek Rd: Arizona Ave to Power Rd	ACI-QNC-10-03	33,622				ADV																						
Chandler		ACI-QNC-10-03-A		Queen Creek Rd: Arizona Ave to McQueen Rd	DES, ROW	2005	ADV							0.904															
				Queen Creek Rd: Arizona Ave to McQueen Rd	CONST	2006/2007	ADV							2.992															
		ACI-QNC-10-03-B		Queen Creek Rd: McQueen Rd to Lindsay Rd	DES	2008	ADV							0.548															
				Queen Creek Rd: McQueen Rd to Lindsay Rd	ROW	2009/2010	ADV							3.102															
				Queen Creek Rd: McQueen Rd to Lindsay Rd	CONST	2011							7.147																
Gilbert		ACI-QNC-10-03-C		Queen Creek Rd: Lindsay Rd to Power Rd	DES	2011							1.120																
				Queen Creek Rd: Lindsay Rd to Power Rd	ROW	2012								8.939															
				Queen Creek Rd: Lindsay Rd to Power Rd	CONST	2013									8.873														
Mesa/MCDOT	Ray Rd: Sossaman Rd to Meridian Rd	ACI-RAY-20-03	22,379				ADV																						
		ACI-RAY-20-03-A		Ray Rd: Sossaman Rd to Ellsworth Rd	DES	2009	ADV																		0.356				
				Ray Rd: Sossaman Rd to Ellsworth Rd	ROW	2009	ADV																		3.844				
				Ray Rd: Sossaman Rd to Ellsworth Rd	CONST	2010	ADV																		5.083				
		ACI-RAY-20-03-B		Ray Rd: Ellsworth Rd to Meridian Rd	DES	2023																		1,349					

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 11, 2005

SUBJECT:

Annual Report on the Implementation of Proposition 400

SUMMARY:

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

An Executive Summary of the Annual Report has been prepared and is enclosed for your information. MAG staff will report on the key findings and issues identified in the Report, as well as the status of the development of the modal life cycle programs. It is anticipated that a public hearing on the Annual Report will be held in mid-November.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300