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December 5, 2006

TO: Members of the MAG Regional Council

FROM: Mayor James M. Cavanaugh, Goodyear, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.

Wednesday, December 13, 2006

MAG Office, Suite 200 - Saguaro Room

302 North 1st Avenue, Phoenix

Dinner - 6:30 p.m.

MAG Office, Suite 200

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

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

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

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

c: MAG Management Committee

A Voluntary Association of Local Governments in Maricopa County

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

**MAG REGIONAL COUNCIL
TENTATIVE AGENDA
December 13, 2006**

COUNCIL ACTION REQUESTED

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

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

3. Information.

4. Executive Director's Report

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

4. Information and discussion.

5. Approval of Consent Agenda

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

5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

- *5A. Approval of the October 25, 2006 Meeting Minutes

- 5A. Review and approval of the October 25, 2006 meeting minutes.

TRANSPORTATION ITEMS

*5B. Changes to the Approved June 28, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures

Minor technical refinements (concerning invoices and administrative adjustments) need to be made to the approved June 28, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures. These were discussed with the ALCP Working Group. The MAG Transportation Review Committee, the MAG Management Committee and the MAG Transportation Policy Committee recommended approval of the proposed changes. Please refer to the enclosed material.

*5C. Arterial Life Cycle Program (ALCP) – Status Report

Each quarter, MAG staff provides member agencies with an update on projects in the Arterial Life Cycle Program (ALCP). This is the third Status Report (covering the period from July to September 2006) for the ALCP. The Status Report includes an update on ALCP Project work, and ALCP revenue/financial section, information about ALCP amendments and administrative adjustments, and the remaining FY 2007 ALCP schedule. This report was provided to the MAG Management Committee and the MAG Transportation Policy Committee. Please refer to the enclosed material.

*5D. Proposed Amendment and Administrative Adjustment to the FY 2007- June 28, 2006 Arterial Life Cycle Program (ALCP)

The FY 2007 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 28, 2006. Since that time, one project has been identified that needs to be segmented, two projects have been identified that need to change project and reimbursement schedules, and two projects have been identified that need to lower and adjust the regional reimbursement amounts. An amendment is required to add the segment to the ALCP and change the project and

5B. Approval of the proposed changes to the previously approved June 28, 2006 ALCP Policies and Procedures.

5C. Information and discussion.

5D. Approval of an Amendment and an Administrative Adjustment to the FY 2007 – June 28, 2006 ALCP to add a new segment to a Chandler project, change two Maricopa County project and reimbursement schedules, and make an administrative adjustment to a Phoenix project and a Chandler project to reflect actual project costs.

reimbursement schedules, and an administrative adjustment is needed to adjust the project reimbursement amounts due to lower actual costs. The MAG Transportation Review Committee, the MAG Management Committee, and the MAG Transportation Policy Committee recommended approval of the changes to the ALCP. Please refer to the enclosed material.

*5E. Public Hearing on the 2006 Annual Report on the Status of the Implementation of Proposition 400

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400 and hold a Public Hearing on the report. A Public Hearing on the Draft 2006 Annual Report was held at the MAG office on October 19, 2006. A transcript of this Public Hearing was prepared and is enclosed for information. MAG committees were briefed prior to the Public Hearing regarding the key findings and issues identified in the report. Please refer to the enclosed material.

*5F. Consultant Selection for the 2007 MAG Regional Travel Time and Travel Speed Study

The FY 2007 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2006, includes \$500,000 to conduct the 2007 MAG Regional Travel Time and Travel Speed Study. The purpose of the study is to collect travel time and travel speed information on regional road networks, which will support regional travel demand forecasting efforts. It is advisable to collect travel time and travel speed data in February 2007 to address seasonal traffic variations. A request for proposals was advertised in August 2006 and three proposals were received in October 2006. A multi-agency evaluation team evaluated the proposals and recommended to MAG the selection of the consultant firm Carter & Burgess, Inc. to conduct the study for an amount not to exceed \$500,000. Please refer to the enclosed material.

5E. Information and discussion.

5F. Approval of the selection of Carter & Burgess, Inc. to conduct the 2007 MAG Regional Travel Time and Travel Speed Study for an amount not to exceed \$500,000.

5G. Requested Changes to the ADOT Program

The Arizona Department of Transportation is requesting FY 2007 program changes to the MAG Regional Transportation Plan Freeway Program. These requests are the result of ADOT updating costs and schedules based on the latest study and design information. Action is being requested by MAG due to ADOT's need to advertise projects in mid-January 2007. MAG has reviewed the requested changes and has determined that they are reasonable and necessary to meet the RTP Freeway Program. MAG has also reviewed the ADOT cash flows with the requested changes incorporated into the analysis. Although the requested changes increase costs by more than \$128 million, the program schedule adjustments and revised revenue projections can accommodate these changes without other program changes being needed. The MAG Management Committee and the MAG Transportation Policy Committee recommended approval of the requested changes. Please refer to the enclosed material.

5G. Approval of the requested program changes.

AIR QUALITY ITEM*5H. Conformity Consultation

MAG is conducting consultation on a conformity assessment for a City of Phoenix project-level conformity determination for a park-and-ride facility located at the southwest corner of 27th Avenue and Baseline Road. The proposed facility will provide parking for approximately 240 vehicles. The construction phase of the project is programmed in FY 2008 of the FY 2007-2011 MAG Transportation Improvement Program. MAG has reviewed the project air quality assessment for compliance and concurs with the project-level conformity determination. Comments were requested by November 17, 2006. Please refer to the enclosed material.

5H. Consultation...

GENERAL ITEMS

*5I. Proposed 2007 Revisions to the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2007 revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions have been reviewed by MAG member agency Public Works Directors and/or Engineers, and the MAG Management Committee. It is anticipated that the annual update packet will be available for purchase in early January 2007. Please refer to the enclosed material.

*5J. Amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System

On September 28, 2005, the MAG Regional Council approved the MAG FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program. Since the approval, the funding request needs to be amended to include upgrades at 9-1-1 facilities. The Phoenix Police Department project will require \$3.5 million, the Phoenix Fire Department project will require \$750,000, and the Scottsdale Police Department project will require \$500,000. These costs are currently paid by the 9-1-1 state excise tax. The MAG PSAP Managers, the MAG 9-1-1 Oversight Team, and the MAG Management Committee recommended approval of the amendment. Please refer to the enclosed material.

*5K. Annual Homeless Street Count

The MAG region receives \$20 million each year from the Department of Housing and Urban Development to support homeless assistance programs. These funds require a homeless street count to help determine how many homeless people live in the region. This item is presented

5I. Information and discussion.

5J. Approval of the amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System to include a 9-1-1 phone system upgrade for the Phoenix Police Department in the amount of \$3.5 million; a 9-1-1 system upgrade for the Phoenix Fire Department in the amount of \$750,000; and a 9-1-1 system upgrade for the Scottsdale Police Department in the amount of \$500,000.

5K. Information and discussion.

for information and discussion about upcoming plans for the street count and opportunities for involvement. Please refer to the enclosed material.

*5L. Maricopa County Resident Population and Employment Projections

According to Executive Order 95-2, the Arizona Department of Economic Security (DES) is responsible for preparing an official set of population projections for Arizona and each of its counties. The projections are required to use the latest Census as the base. Because the results of the 2005 Census Survey were not available at the time that projections were adopted by DES in March 2006, Census 2000 was used as the base. Subsequent to the release of the 2005 Census Survey in June 2006, DES prepared a new set of Maricopa County projections consistent with the 2005 Census Survey. MAG has also developed a set of employment projections for Maricopa County that are consistent with these DES population projections. The projections are for 2010, 2015, 2020, 2025, 2030 and 2035. They will be used as the control totals from which MAG will develop a set of subregional projections that will be brought to the Management Committee and Regional Council in 2007. The MAG Population Technical Advisory Committee (POPTAC) and the MAG Management Committee recommended approval of the projections. Please refer to the enclosed material.

*5M. July 1, 2006 Maricopa County and Municipality Resident Population Updates

MAG staff has prepared draft July 1, 2006 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to allocate the \$23 million in Local Transportation Assistance Fund from lottery proceeds, to set expenditure limits, and other budgeting activities, were prepared based on the Arizona Department of Economic Security's (DES) Preliminary July 1, 2006 Population Estimates. The MAG Population Technical

5L. Approval of the Maricopa County resident population and employment projections for 2010, 2015, 2020, 2025, 2030, and 2035.

5M. Information and discussion.

Advisory Committee (POPTAC) took no action on the draft July 1, 2006 Population estimates, on the recommendation of the MAG POPTAC Ad Hoc Subcommittee. This recommendation of no action was based on an understanding that the DES Preliminary Population Estimates will be adjusted during the next three months, and final estimates will then be presented to MAG committees for action in order to meet the statutory and budgeting requirements for these estimates. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Statewide Transportation Acceleration Needs (STAN) Account Recommendations

House Bill 2865 created the Statewide Transportation Acceleration Needs (STAN) account that provides \$307 million to be used for the acceleration of the construction or reconstruction of freeways, state highways, bridges, and interchanges that are included in the Regional Transportation Plan. The Maricopa County region will receive 60 percent (\$184.2 million) of the fund (plus interest, which may increase the total by \$9.2 million for a total of \$193.4 million). The legislation requires that the funds for this region be allocated to projects in the MAG Regional Transportation Plan. On November 15, 2006, the MAG Transportation Policy Committee recommended to the MAG Regional Council a set of projects to utilize the STAN funding. Please refer to the enclosed material.

7. Approval of the Draft MAG Public Participation Plan

MAG has developed a new Draft Public Participation Plan in accordance with new federal transportation guidelines contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This new plan would define the process for public participation at MAG and serve as a guideline in obtaining public input on future

6. Approval of the recommendations of the Transportation Policy Committee on the set of projects to be funded from the STAN account to be forwarded to the State Transportation Board and to incorporate the required changes in the Draft 2007 Update of the Regional Transportation Plan and the Draft FY 2008-2012 Transportation Improvement Program.

7. Approval of the Draft MAG Public Participation Plan.

updates to the Transportation Improvement Program and Regional Transportation Plan. Staff will present key elements of the plan and describe how it adheres to the new public participation guidelines outlined in SAFETEA-LU. The MAG Management Committee recommended approval. Please refer to the enclosed material.

8. Regional Planning Dialogue Update

On October 27, 2006, the Chairs and Directors of the Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) met to collaborate on addressing statewide transportation needs. This meeting was a follow-up to the Regional Planning Dialogue session on August 22, 2006 at the League of Arizona Cities and Towns Conference in Tucson. The participants of the COG/MPO Chairs and Directors meeting requested that the COG/MPO Directors develop a draft approach to present to their Executive Boards. On November 6, 2006, the COG/MPO Directors participated in a telephone conference call to discuss the draft approach. A follow-up conference call with the COG/MPO Chairs and Director regarding the draft approach was held on December 4, 2006. The COG/MPO Chairs and Directors agreed to move forward with a recommendation to their Boards to fund a Statewide Intrastate Mobility Reconnaissance Study for a total cost of approximately \$300,000, with MAG funding 60 percent (\$180,000); PAG providing 16 percent (\$48,000); and ADOT providing 24 percent (\$72,000). An update on this planning will be provided. Please refer to the enclosed material.

8. Approval of an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to include a Statewide Intrastate Mobility Reconnaissance Study for a total cost of approximately \$300,000, with MAG funding \$180,000 of that cost from MAG federal funds, PAG providing \$48,000 and ADOT providing \$72,000.

GENERAL ITEM

9. Comments from the Council

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

9. Information.

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

October 25, 2006
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
Mayor Mary Manross, Scottsdale, Vice Chair
+ Councilmember Dave Waldron for
Mayor Douglas Coleman, Apache Junction
Vice Mayor Chuck Wolf for Mayor Marie
Lopez-Rogers, Avondale
Mayor Bobby Bryant, Buckeye
* Mayor Edward Morgan, Carefree
Vice Mayor Dick Esser, Cave Creek
* Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
President Raphael Bear, Fort McDowell
Yavapai Nation
Mayor Wally Nichols, Fountain Hills
+ Mayor Daniel Birchfield, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
* Mayor Bernadette Jimenez, Guadalupe

* Mayor Thomas Schoaf, Litchfield Park
Supervisor Max Wilson, Maricopa County
Mayor Keno Hawker, Mesa
Mayor Ed Winkler, Paradise Valley
Vice Mayor Vicki Hunt for
Mayor John Keegan, Peoria
Councilmember Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
* President Joni Ramos, Salt River
Pima-Maricopa Indian Community
Councilmember Cliff Elkins for
Mayor Joan Shafer, Surprise
* Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
+ Mayor Ron Badowski, Wickenburg
* Mayor Bryan Hackbarth, Youngtown
Joe Lane, State Transportation Board
Felipe Zubia, State Transportation Board
F. Rockne Arnett, Citizens Transportation
Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair James M. Cavanaugh at 5:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Cavanaugh noted those participating by videoconference: Mayor Daniel Birchfield, Gila Bend; Mayor Ron Badowski, Wickenburg; and Councilmember Dave Waldron, as proxy for Mayor Doug Coleman, Apache Junction.

Chair Cavanaugh welcomed proxies to the meeting: Vice Mayor Chuck Wolf for Mayor Marie Lopez Rogers, Avondale; Vice Mayor Vicki Hunt for Mayor John Keegan, Peoria, and Councilmember Cliff Elkins for Mayor Joan Shafer, Surprise.

Chair Cavanaugh noted that material for agenda item #7 was at each place.

3. Call to the Audience

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

Chair Cavanaugh recognized public comment from Dianne Barker, who expressed her thanks for the transit tickets. She mentioned that she had attended the meeting by bicycle and bus. Ms. Barker stated that because she promotes these modes, many people do not think she likes driving, but she sees the benefit of other modes. She added that she has supported herself for the last ten years with her commercial driver's license. Ms. Barker stated that MAG has no written policy on how citizens can request that an item be placed on an agenda, participate more, and request more time to speak than the time allotted. Also, she said that citizens do not know what happens when written documents are submitted for the record and where they can be read or publicized. Ms. Barker requested that this be put on the next agenda for information, discussion and possible action. Ms. Barker turned in for the record a written statement from Joe Ryan on how the Regional Transportation Plan will affect air quality and congestion. This statement was entered into the permanent record. Chair Cavanaugh requested that staff study Ms. Barker's request and get back to her and also to brief the Regional Council at the next meeting.

4. Executive Director's Report

Dennis Smith reported that representatives from the Greater Dallas Planning Council (GDPC) will be visiting the MAG region November 1-3, 2006 to gather information and exchange ideas and best practices regarding growth. Mr. Smith stated the GDPC provided a greater understanding of their light rail system to MAG representatives when they visited Dallas in September 2003. Mr. Smith expressed his thanks to the Cities of Glendale, Phoenix, Scottsdale, and Tempe, and to Valley Metro and Valley Metro Rail for hosting events. He noted that the date of the visit is close to election time and the original list of 40 attendees has dropped to four elected officials and 14 to 16 staff. Mr. Smith stated that all of

the Regional Council are invited to the dinner sponsored by MAG, which will be at the Hyatt on Wednesday, November 1, 2006.

Mr. Smith reported that a followup meeting of the COG/MPO Chairs and Directors will be held on October 27, 2006 at the Doubletree Guest Suites, Phoenix. He said that tolling, districts, and the roadway framework to 2050 are among items that will be discussed. Chair Cavanaugh thanked Mr. Smith for his report. No questions from the Council were noted.

5. Approval of Consent Agenda

Chair Cavanaugh stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Council can request that an item be removed from the consent agenda and considered individually. He stated that agenda items #5A, #5B, #5C, and #5D were on the consent agenda. Chair Cavanaugh asked members if they had any questions or any requests to hear an item individually. None were noted. Chair Cavanaugh noted that no public comment cards had been turned in.

Vice Mayor Esser moved to approve Consent Agenda items #5A, #5B, #5C, and #5D. Mayor Bryant seconded, and the motion carried unanimously.

5A. Approval of the September 27, 2006 Meeting Minutes

The Regional Council, by consent, approved the September 27, 2006 meeting minutes.

5B. Pedestrian and Bicycle Design Assistance Programs

The Regional Council, by consent, approved the following projects for funding from the Pedestrian Design Assistance Program: City of Avondale - Van Buren Connection Pedestrian Project, \$46,000; Town of Buckeye - Eason and 7th Street Pedestrian Project, \$24,000; Town of Fountain Hills - Four Peaks Elementary School Sidewalk Project, \$45,000; Town of Gilbert - Gilbert Industrial Pedestrian Campus, \$50,000; City of Mesa - Adobe Road Pedestrian Project, \$35,000; and approval of the following projects for funding from the Bicycle/Shared Use Design Assistance Program: City of Avondale - Bridge Bicycle Design Project, \$75,000; Town of Gilbert - Bicycle Crossing Improvement and Safety Demonstration Project, \$75,000; City of Mesa - Longmore Shared-Use Path Project, \$75,000; City of Phoenix - Little Canyon Shared-Use and Canal Path Project, \$75,000. The FY 2007 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2006, includes \$200,000 for the Pedestrian Design Assistance Program and \$300,000 for the Bicycle/Shared-Use Design Assistance Program. The programs allow MAG member agencies to apply for funding for the design portion of a bicycle or pedestrian project. The MAG Bicycle Task Force, the MAG Pedestrian Working Group, the MAG Transportation Review Committee, and the MAG Management Committee recommended a list of projects for funding by the Pedestrian Design Assistance and the Bicycle/Shared Use Design Assistance Programs.

5C. Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2007 CMAQ Funding

The Regional Council, by consent, approved a prioritized list of proposed PM-10 certified street sweeper projects for FY 2007 CMAQ funding and to retain the prioritized list for any additional FY 2007 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. The FY 2007 MAG Unified Planning Work Program and Annual Budget and the FY 2007-2011 MAG Transportation Improvement Program contain \$1,440,000 in Congestion Mitigation and Air Quality (CMAQ) funding for the purchase of PM-10 certified street sweepers. PM-10 certified street sweeper projects were solicited from member agencies in the Maricopa County PM-10 nonattainment area and 12 applications requesting \$1.95 million in federal funds were received. The MAG Air Quality Technical Advisory Committee and the MAG Management Committee recommended a prioritized list of proposed PM-10 certified street sweeper projects for FY 2007 CMAQ funding.

5D. 9-1-1 Budget Request to the Arizona Department of Administration for Equipment and Operating Funds

The Regional Council, by consent, approved the MAG FY 2008 PSAP Annual Element/Funding Request and FY 2008-2012 Equipment Program for submittal to the Arizona Department of Administration. Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The MAG 9-1-1 PSAP Managers, the MAG 9-1-1 Oversight Team, and the MAG Management Committee recommended approval of the FY 2008 PSAP Annual Element/Funding Request and FY 2008-2012 Equipment Program.

6. FY 2007 MAG Early Phase Input Opportunity Report

Jason Stephens, MAG Public Involvement Planner, stated that as part of its four-phase public involvement process, the Maricopa Association of Governments conducted the FY 2007 Early Phase Input Opportunity on the FY 2008-2012 Transportation Improvement Plan and the Regional Transportation Plan Update. Mr. Stephens stated that opportunities for input included MAG committee meetings, an Early Phase Stakeholders meeting, Chicanos Por La Causa Business Seminar in Spanish and several I-17 Road Shows. Most of these opportunities were conducted in conjunction with the Arizona Department of Transportation (ADOT), Regional Public Transportation Authority (Valley Metro) and Valley Metro Rail (METRO). Mr. Stephens noted that comments were also received online and by telephone. He stated that a summary of input and all correspondence received during the phase is available for review in the Draft FY 2007 Early Phase Input Opportunity Report.

Mr. Stephens summarized the questions and comments received: 1) The freeway program needs to be accelerated. 2) We need more capacity on the entire transportation system. 3) Commuter rail should see more consideration as a key plan component. 4) Valley Metro should follow up with the Dial-a-Ride study that it said it would complete. 5) Who is responsible for the speeders along the Loop 101? Light rail should follow the entire freeway system. 6) When will light rail go to the new Cardinals stadium?

7) When is bus service going to be increased in the West Valley? 8) I hope air quality improves once we get all the transit in place. 9) The Strategic Plan should take growth into account. Chair Cavanaugh thanked Mr. Stephens for his report. No questions from the Council were noted.

7. Statewide Transportation Acceleration Needs (STAN) Account

House Bill 2865 created the Statewide Transportation Acceleration Needs (STAN) account that provides \$307 million to be used for the acceleration of the construction or reconstruction of freeways, state highways, bridges, and interchanges that are included in the Regional Transportation Plan. The Maricopa County region will receive 60 percent (\$184.2 million) of the fund, the Pima County area 16 percent, and the remainder of the state 24 percent. The legislation requires that the funds for this region be allocated to projects in the MAG Regional Transportation Plan and that STAN funds are intended to supplement, not supplant, committed funding.

Chair Cavanaugh stated that time is fast approaching for a recommendation to be made on projects to utilize STAN funding. He said that the TPC meeting is November 15, 2006 and they are the group that will make a recommendation to the Regional Council. Chair Cavanaugh stated that he did not want Regional Council discussion tonight to be perceived as a usurpation of the authority of the TPC. He stated that the discussion is taking place tonight because the Regional Council is present. It is an opportunity for information gathering and asking questions, not for decision making. Chair Cavanaugh stated that if there were no objections, the presentation and discussion would proceed. No objections were noted.

Eric Anderson, MAG Transportation Director, stated that a STAN workshop is planned for Friday, November 3, 2006 at 1:00 p.m. He said that on November 15, 2006, the TPC might be prepared to make a recommendation to the Regional Council, whose next meeting is December 13, 2006. Mr. Anderson noted the material at each place included a memorandum, a chart of project-ready projects, and definitions of terms used in the chart.

Mr. Anderson provided a review of guidance given by the Transportation Policy Committee. He said that the TPC discussed following RTP priorities, taking into account project readiness. Mr. Anderson stated that the TPC also focused on using the STAN funds as quickly as possible and applying them to projects that provide the best benefit for the region. Mr. Anderson stated that the impact of a proposed project on congestion was mentioned by the TPC as an important factor. In addition, the benefit of acquiring right-of-way sooner was also discussed as a way to avoid future cost increases as rising land values and development continue to increase costs.

Mr. Anderson stated that the table of projects was put together in consultation with ADOT. This review identified projects that have been through sufficient scoping and environmental review so that construction could start within approximately 12 months to 24 months. Mr. Anderson explained that for construction projects, this means that the final design process is either underway or could be started immediately. He indicated that there are a number of projects that are already in final design and are scheduled for construction over the next 12 to 18 months, so they cannot be accelerated any further. Mr. Anderson stated that one major project is the interim construction of Loop 303 from Happy Valley Road to I-17. He said that work on the I-17/Loop 303 traffic interchange is slated for this fiscal year.

Mr. Anderson noted that the projects on the chart are considered to be project ready and were listed in the same priority order as in the RTP, then alphabetically by corridor name. He remarked that there was no implicit ranking. Mr. Anderson stated that the STAN funds are not enough to pay for accelerating all of the projects on the list, so a decision on the project or projects that move forward will need to be made.

Mr. Anderson then reviewed the projects on the chart, including a Loop 101 project to add an HOV lane from Baseline Road to Loop 202 in Chandler, and a Loop 202 project to add HOV lanes from the Loop 101 traffic interchange to Gilbert Road.

Mr. Anderson stated that there are five options for Loop 303. Two of the projects are to build a full freeway from Bell to Grand and Bell to Peoria. He noted that even though these two Loop 303 projects could be funded, ADOT is concerned that they do not connect and could create an "end of freeway" condition. Mr. Anderson stated that they are fairly standalone at this time. Mr. Anderson stated that other projects on Loop 303 include constructing a partial traffic interchange at Bell Road, constructing bridge structures at Cactus and Waddell Roads, and right-of-way protection from I-10 to Grand Avenue. He noted that Surprise is experiencing a lot of development on both sides of the Loop 303 corridor and advance construction could help move traffic in the area as development occurs.

Mr. Anderson stated that adding an HOV lane from Tatum to Princess Drive on Loop 101 would close the gap created from the time HOV lanes are constructed at SR-51 and Loop 101 in late FY 2007 or early FY 2008.

Mr. Anderson stated that options also include right-of way protection for Williams Gateway Freeway from Loop 202 to Meridian Road and for the I-10 Reliever from Loop 202 to Loop 303. Mr. Anderson noted that ADOT has both of the alignments under study and both alignments should be determined soon.

Mr. Anderson noted three possible options for I-10 in the West Valley. He noted that a general purpose lane could be added from Sarival Road to SR-85, to Watson Road, or to Verrado Way. Mr. Anderson commented that Sarival Road is ending point of the I-10 widening project accelerated by the West Valley cities.

Mr. Anderson noted two options for I-17 north, including extending a general purpose lane from north of the Carefree Highway to Anthem or to New River Road. Mr. Anderson stated that the widening from Loop 101 to the Carefree Highway is an FY 2007 project and should start construction soon. Mr. Anderson noted that another option could be to advance scoping and environmental engineering studies, which could increase the inventory of projects that will be ready to proceed in case the Legislature provides funds to the STAN account in subsequent years.

Mr. Anderson identified the columns the chart that include basic descriptions of the projects, traffic volumes, level of service before and after improvement, and crash data and rates. Chair Cavanaugh thanked Mr. Anderson for his presentation and asked members if they had questions.

Supervisor Wilson commented that he did not see right-of-way protection as a better alternative to building actual freeways. He said he would rather see the money going toward adding lanes to freeways that are already bottlenecked every day. Supervisor Wilson added that he was unsure how much money would be saved with right-of-way acquisition anyway. He asked if all of the environmental impact studies on the highway projects on the chart had been completed. Mr. Anderson replied that they have either been completed or should be completed within the next couple of months. Supervisor Wilson asked if studies on the I-10 Reliever had been completed. Mr. Anderson replied that environmental studies are still underway to define the I-10 Reliever corridor alignment.

Mayor Hawker commented on right-of-way savings that could have been realized in 1985, instead of building freeways that did not connect anyway. He asked which increased faster in 1985 dollars--freeway construction costs or right-of-way acquisition costs? Mr. Anderson replied that MAG had not done that analysis; however, based upon his experience in the freeway program, right-of-way costs escalated at a higher rate than construction costs over the life of the Proposition 300 program.

Mayor Hawker stated that there are developments that are entitled in the Williams Gateway corridor. Building will occur there unless right-of-way is purchased. Mayor Hawker stated that unless right-of-way is acquired, then not only the land, but the buildings will need to be purchased. He urged purchasing critical pieces of right-of-way as they become available.

Vice Mayor Esser said that he understood that ADOT used a preserve, protect and forestall development advanced acquisition program that was reasonably successful, especially with commercial development. Mr. Anderson commented that ADOT attempted to do that, but the funds were not always available to purchase right-of-way. He remarked that in Arizona, few tools, besides money, are at our disposal to protect corridor right-of-way. Mr. Anderson advised that there are very stringent guidelines under which cities operate, that their hands are tied in terms of preventing development in freeway corridors. He said that ADOT has faced the decision to either buy property or someone will build on it. Sometimes these acquisitions have not happened for a variety of reasons. Mr. Anderson commented that Mayor Hawker is correct in his concern that development through the Williams Gateway Freeway and the I-10 Reliever corridors could happen over the next ten years.

Vice Mayor Wolf stated that in reviewing the documentation for the meeting, he noticed the common theme of making the biggest impact with the funds so we can go back to the Legislature next year. He added that he was not opposed and it was a sound approach. Vice Mayor Wolf commented on Mr. Anderson's presentation that mentioned projects moving to construction in 24 months. He stated that with the I-10 widening acceleration, the cities of Avondale, Goodyear, and Litchfield Park committed to getting the design completed but do not have a formal agreement on construction. Vice Mayor Wolf stated that he viewed this fund as an opportunity to help relatively small cities that are facing a large price tag to secure funding for the construction phase. He asked why this had not been included in discussion to this point. Mr. Anderson replied that House Legislative staff and ADOT staff have indicated that the I-10 widening project sponsored by the cities would not be eligible for STAN funding. He said that the interpretation of the statutory language provided to MAG is that the Legislature does not want STAN funds to replace funds already committed to the program. Mr. Anderson explained that with the I-10 accelerated project, the commitment made by the three cities for interest costs are considered programmed and cannot be replaced. Mr. Anderson noted that in addition, interest expense

is not an eligible STAN expenditure. He added that STAN can be used for right-of-way, construction, engineering, and costs of construction.

Vice Mayor Wolf stated that at the joint council meeting when the resolution to accelerate I-10 was approved, there was intent expressed by their legislative delegation to get funding to help the cities. He expressed concern that other funding sources were excluded because this funding was coming through in a single account. Vice Mayor Wolf stated that he thought we need to work through this together to get help for this project.

Mayor Hawker asked Mr. Anderson if anything would be needed or changed in regard to ready projects if the funding source continued for multiple years at \$200 million each year. Mr. Anderson replied that he was not sure the list would be substantially different; for the next round of projects he really could not say. Mr. Anderson said that ADOT has the capability for advance scoping and engineering out of the existing cash flow. Mayor Hawker asked how much money would need to be set aside for that \$200 million to maintain a list of ready projects. Mr. Anderson replied that it would probably be on the order of \$3 to \$5 million. Mr. Anderson added that ADOT might be able to accommodate that amount without tapping the STAN money. He said that he hoped to have this information before the workshop.

Supervisor Wilson said that he and Supervisor Don Stapley discussed a formula that might impact the most people. Supervisor Wilson stated that if the money could be divided up, it would be a lot better than doing one area of the system and not doing anything on the rest. He commented that there are problems all times of the day across the entire system.

Mr. Arnett asked the magnitude of money for the acquisition of right-of-way for Williams Gateway and the I-10 Reliever. Mr. Anderson that he had the numbers for Williams Gateway from a study done a couple of years ago, but that would have to be updated. Mr. Arnett asked how the dollars could be figured in if the amount was unknown. Mr. Arnett expressed concern that these two projects might get lost in the shuffle if money is not identified for them. Mr. Anderson stated that the project chart is a menu where the MAG members can pick and choose. He said that members could decide all of the STAN funds be spent on right-of-way or none at all. Mr. Anderson commented that he right-of-way could absorb as much money as members want to spend. Depending on what members decide they want to spend on corridors, if any, there might be more or less money for right-of-way. He stated that one of the ways we have been thinking of this is looking at what combinations of construction projects members could decide to fund and see what is left over. Mr. Anderson stated that the purpose of the workshop is to have these policy-related discussions, and that is why the November 15th TPC meeting will be important.

Mayor Hawker stated that there is \$25 million in immediate needs for entitled land around Williams Gateway. He added that right-of-way for ten years amounts to \$125 million. He commented that if you are merely accelerating programs and nothing else, just work down the list. Mr. Anderson stated that the two Loop 303 projects are large projects, and if selected, then you might have to stop there.

Chair Cavanaugh asked those participating by videoconference if they had questions. None were noted. He asked Mr. Anderson if this same information would be presented at the workshop. Mr. Anderson replied that it would.

Supervisor Wilson asked if the goal was to put in roads as fast as possible and solve some congestion problems, or was it a long-term plan to spend money on right-of-way acquisition. He said that he understood that the I-10 Reliever EIS is underway and it could be five years before it could be evaluated. Mr. Anderson replied that the answer should be available by the workshop. He added that he understood the alignment is almost determined but did not know what else ADOT has to do before acquiring right-of-way. Mr. Anderson noted that this is the same situation with Williams Gateway, although there are not any feasible alignment options from the Santan to Ellsworth.

8. Efforts to Address the Impact of Domestic Violence on Youth

Vice Chair Manross, Chair of the MAG Regional Domestic Violence Council, stated that MAG jurisdictions struggle with serious issues such as air quality and transportation, but there is another issue that MAG is involved in: domestic violence. She said that the MAG Regional Domestic Violence Council and the MAG Human Services Coordinating Committee Youth Policy Stakeholders Group are partnering on a project to address the impact of domestic violence on youth. It is called the Youth Empowerment Project, and helps teens who experience dating violence by providing information on where they can go for support. Vice Chair Manross stated that a press conference kicking off the project took place September 28, 2006 at the Burton Barr Central Library in Phoenix. She extended her thanks to Councilmember Peggy Neely, who spoke at the event. Vice Chair Manross stated that more than 600 teens were surveyed for the project. The survey found that the answers and issues identified were the same throughout all communities. Vice Chair Manross commented that this shows domestic violence is a widespread issue.

Vice Chair Manross introduced Teresa Franquiz, MAG Human Services Planner, who spoke about the Youth Empowerment project. Ms. Franquiz stated that the project is a collaborative effort of the MAG Regional Domestic Violence Council and the Human Services Coordinating Committee Youth Policy Stakeholders Group. She thanked Mayor Manross and Mayor Lopez-Rogers for their support of the project.

Ms. Franquiz stated that the purpose of the project is to raise awareness about available resources for teens facing dating violence and family violence. She said that teens turn to friends when they have problems, even though they are aware that adults can help them. We need to make sure we equip our teens with information that will help them when they have problems. She extended her thanks to the Governor's Office Division for Women, and ValueOptions for their contributions to support the project.

Ms. Franquiz stated that the Youth Empowerment project runs from July 1, 2006 to June 30, 2007. She said that they are currently running a Public Service Announcement (PSA) competition, with entries in the categories of video, audio, print, web design and story board. Ms. Franquiz commented that teens indicated they are not interested in what adults design and are more drawn to ads written by their own age group. She said that entries are due January 2, 2007 and prizes include a professional production/distribution of their entry, gift certificates and game tickets.

Ms. Franquiz described the information included in the project's website, www.WebofFriends.org. All PSA entries are required to promote the site. She said that information on the website is available in both English and Spanish. Also included is the transcript from the live web chat that was held on

September 28th. Ms. Franquiz stated that Regional Council members can be involved in the Youth Empowerment Project by promoting or judging the PSA competition; providing contacts in their communities; participating in any of the MAG Human Services committees; or sending to MAG information about youth related activities that could be posted on the WebofFriends website.

Vice Chair Manross thanked Ms. Franquiz and Amy St. Peter, MAG Human Services Manager, for all of their efforts. She said that their passion for helping young people shows. Vice Chair Manross requested that Regional Council members go back to their communities and help get the message out.

9. Comments from the Council

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

No comments from the Council were noted.

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

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

Changes to the Approved June 28, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures

SUMMARY:

Since the approval of the June 28, 2006 Arterial Life Cycle Program (ALCP) Policies and Procedures, three questions have been raised.

The first relates to what is needed for backup documentation to support right-of-way costs; the current policies and procedures address design and construction, not right-of-way. The second relates to how the documentation for the project costs should be organized to support the amounts on the Project Reimbursement Request Invoice. The third relates to the reallocation of project costs among project phases if the cost for a work phase is less than estimated.

MAG staff and the ALCP Working Group worked together to develop the suggested technical changes to the June 28, 2006 ALCP Policies and Procedures. These suggestions are explained in the attached document.

The Arterial Life Cycle Program is a key part of Proposition 400 and represents more than \$1.6 billion of regional investment over the next 20 years. The updated ALCP Policies and Procedures will continue to provide guidance to MAG and to MAG member agencies to ensure that the program is implemented in an efficient and effective manner.

The attached document provides the suggested changes to the ALCP Policies and Procedures that address these three questions. The approved June 28, 2006 ALCP Policies and Procedures are in the left column and the suggested changes are in the right column.

PUBLIC INPUT:

There was no public comment at the October 26, 2006 Transportation Review Committee, at the November 8, 2006 Management Committee, or at the November 15, 2006 Transportation Policy Committee.

PROS & CONS:

PROS: Once the changes to the ALCP Policies and Procedures are approved, involved jurisdictions and MAG will continue to move forward with Project Requirements. If not approved, MAG staff and involved jurisdictions will not have complete policies and procedures regarding proper right-of-way documentation, project reimbursement request organization and clarification of the administrative adjustment process.

CONS: There are no cons to approving the proposed technical changes to the June 28, 2006 ALCP Policies and Procedures.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Approval of the proposed changes to the previously approved June 28, 2006 ALCP Policies and Procedures.

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee recommended approval of the proposed changes to the ALCP Policies and Procedures on November 15, 2006.

MEMBERS ATTENDING

- * Councilmember Peggy Bilsten, Phoenix, Chair
- Mayor Keno Hawker, Mesa, Vice Chair
- Kent Andrews, Salt River Pima-Maricopa Indian Community
- # F. Rockne Arnett, Citizens Transportation Oversight Committee
- + Councilmember Gail Barney, Queen Creek
- Stephen Beard, SR Beard & Associates
- * Mayor Steven Berman, Gilbert
- * Dave Berry, Swift Transportation
- Jed S. Billings, FNF Construction
- * Mayor Bobby Bryant, Buckeye
- Mayor James Cavanaugh, Goodyear
- Councilmember Pat Dennis, Peoria
- * Mayor Boyd Dunn, Chandler
- Councilmember Cliff Elkins, Surprise
- # Mayor Hugh Hallman, Tempe
- Eneas Kane, DMB Associates
- Joe Lane, State Transportation Board
- Mayor Marie Lopez-Rogers, Avondale
- Mayor Mary Manross, Scottsdale
- David Scholl, Westcor
- * Mayor Elaine Scruggs, Glendale
- * Supervisor Don Stapley, Maricopa County
- * Not present
- # Participated by telephone conference call
- + Participated by videoconference call

Management Committee recommended approval of the proposed changes to the ALCP Policies and Procedures on November 8, 2006.

MEMBERS ATTENDING

- Ed Beasley, Glendale, Chair
- Bridget Schwartz-Manock for Jan Dolan, Scottsdale, Vice Chair
- * George Hoffman, Apache Junction
- Shirley Gunther for Charlie McClendon, Avondale
- Ruth Garcia for Jeanine Guy, Buckeye
- * Jon Pearson, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Mark Pentz, Chandler
- Mark Fooks for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
- Tim Pickering, Fountain Hills
- * Lynn Farmer, Gila Bend
- * Joseph Manuel, Gila River Indian Community
- George Pettit, Gilbert
- Stephen Cleveland, Goodyear
- * Mark Johnson, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Tom Martinsen, Paradise Valley
- Carl Swenson for Terry Ellis, Peoria
- Frank Fairbanks, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Jim Rumpeltes, Surprise
- Will Manley, Tempe
- * Reyes Medrano, Tolleson
- Shane Dille, Wickenburg
- Lloyce Robinson, Youngtown
- Bill Hayden for Victor Mendez, ADOT
- Richard Wallace for David Smith, Maricopa Co
- David Boggs, Valley Metro/RPTA

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

The Transportation Review Committee recommended approval of the proposed changes to the ALCP Policies and Procedures on October 26, 2006.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott	*Pedestrian Working Group: Eric Iwersen
*Street Committee: Darryl Crossman	*ITS Committee: Alan Sanderson

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

CONTACT PERSON:

Eileen O. Yazzie, Transportation Planner II, 602.452.5058, eyazzie@mag.maricopa.gov

Suggested Changes to the June 28, 2006 ALCP Policies and Procedures

June 28, ALCP Policies and Procedures

Section 130: MAG Committee Process

- C. The MAG Committee Process will apply for:
1. Approval of amendments to the ALCP Policies and Procedures.
 2. Adoption of the Arterial Life Cycle Program.
 3. Approval of amendments to the ALCP, TIP, and RTP

Section 250: ALCP Administrative Adjustment

A. If MAG Staff has to adjust Project budgets after the ALCP has been adopted, it can do an Administrative Update to the ALCP and it is not necessary to do a Program Amendment.

B. There is a one-month lag time for the Maricopa County Excise taxes that are deposited in the RARF

C. The ALCP and project budgets will be adjusted at that time to reflect the remaining project funds.
D. MAG may initiate a separate ALCP Administrative Adjustment, if necessary, at the end of the federal fiscal year as well.

Section 330: Project Reimbursement Requests

A. The invoice will include:

1. Invoice #
2. Project name, description and RTP ID
3. Reimbursable items and related costs
4. Proper documentation of reimbursable items and reimbursable costs contained in invoice
 - a. A copy of the invoice from the contractor is sufficient documentation for contracted work,
 - b. An administrative breakdown chart including staff name, hours on Project, hourly rate, and total costs is sufficient documentation for administrative work.

Suggested Changes to the June 28, 2006 ALCP Policies and Procedures

Changes are noted in bold

Section 130: MAG Committee Process

- C. The MAG Committee Process will apply for:
1. Approval of amendments to the ALCP Policies and Procedures.
 2. Adoption of the Arterial Life Cycle Program.
 3. Approval of amendments to the ALCP, TIP, and RTP
 4. Approval of administrative adjustments to the ALCP

Section 250: ALCP Administrative Adjustment

A. An administrative adjustment will adjust the ALCP regional reimbursement Project budgets in the current and later fiscal years of the ALCP due to actual Project expenditures and regional reimbursements.

1. This does not require a Program or Project amendment because it is not a Project Update (Section 220) and does not cause a negative fiscal impact to the current fiscal year.
2. Regional reimbursement budgets can not be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment. This would require an amendment.

B. An administrative adjustment is needed when:

1. Project expenditures for a Project work phase or a Project Segment are lower than the estimate, causing the 70% regional reimbursement to be less than what is programmed in the current ALCP.
2. The remaining regional reimbursement funds can be moved within the original Project, to another work phase or a Project Segment that is programmed in that fiscal year or a later fiscal year.

C. The ALCP and project budgets will be adjusted at that time to reflect the remaining project funds.

D. Administrative Adjustments can occur each quarter, the changes will be reported in the ALCP Status Report, and the ALCP will be reprinted.

Section 330: Project Reimbursement Requests

A. The invoice will include:

1. Invoice #
2. Project name, description and RTP ID
3. Reimbursable items and related costs
4. Proper documentation of reimbursable items and reimbursable costs contained in invoice is necessary. The list below provides options for sufficient backup documentation:
 - a. A copy of the invoice from the contractor is sufficient documentation for contracted work,
 - b. An administrative breakdown chart including staff name, hours on Project, hourly rate, and total costs is sufficient documentation for administrative work,
 - c. A copy of the Court Order,
 - d. A copy of the Settlement Statement,
 - e. A copy of the agency's payment documentation,
 - f. Or a completed Cost Attachment Form. If the Cost Attachment form is explaining dedicated right of way, easements, or Public Utility and Facilities Easements (PUFE), please include a signed letter from the appropriate department (Real Estate, Transportation, etc) to verify the items in the cost attachment form. Please use costs that are relevant to the time of dedication and if necessary, use the inflation chart to inflate the costs to the current value.
5. If an item for reimbursement (design, ROW, construction, etc.) has more than one backup invoice, please provide a chart, per time for reimbursement that:
 - a. Lists each invoice/backup documentation number or describe the document
 - b. The dollar amount of each invoice/backup documentation
 - c. And have the chart include the total dollar amount of all invoices, per each item. This total dollar amount should match what is on the Project Reimbursement Request invoice.
 - d. MAG will provide an example chart/form.

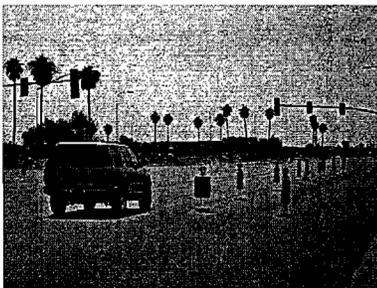


TRANSPORTATION DIVISION
Arterial Life Cycle Program (ALCP) – Status Report
July – September 2006

ALCP Project Status: July - September 2006

Fiscal year 2007 is the first full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). During the year 39 projects will begin or continue work, which will vary from studies to construction completion. Twenty-three of the 39 are programmed to receive \$56 million for reimbursement in FY07. The other 16 are being advanced by local jurisdictions and will receive reimbursement later in the Program.

In August 2006, all involved jurisdictions provided the Maricopa Association of Governments (MAG) with a monthly FY07 schedule of when the project requirements (Project Overview, Project Agreement and Project Reimbursement Requests (PRR)) are expected to be submitted for the FY07 projects.



*Arizona Ave. & Chandler Blvd.
 Intersection Improvement*

During this quarter, three Project Overviews were submitted, and MAG signed five Project Agreements. Additionally in this time period, MAG processed three PRR's, and ADOT paid a total of three PRR's, one from the last quarter and two from this quarter. One PRR is still being processed by ADOT.

Table 1, located on pages two and three, provides the status of the current and advanced projects that are programmed this fiscal year. For each project, information on the progress and budget is presented.

The *Status* field provides a snapshot of what is programmed for this fiscal year and the *Other Project Information* column provides more detailed information. Projects that are underway will submit regular progress reports, either with the request for payment or by project milestone. The *Regional Funding Reimbursements* and *Total Expenditure* columns provide detailed financial information that is updated each quarter.

A new column, *FY07 Reimbursements to Date*, was added to this report, which shows the cumulative reimbursements for this fiscal year, while the *Total Reimbursement* column displays the cumulative reimbursements for the entire life cycle program.

This is the third Status Report for the Arterial Life Cycle Program (ALCP). Each quarter, MAG staff will provide member agencies with an update on the projects in the ALCP. As the program progresses, the information provided in this report will be updated. This report and all other ALCP information is available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.

TABLE 1 – Arterial Life Cycle Program: July - September 2006, Status of Projects Underway (2006 and Year of Expenditure, Dollars in Millions, Consistent with the June 28, 2006 ALCP)

Lead Agency & Facility	Project Requirement Completed	Status S=Study, P=Pre-Design, D=Design, R=Right of Way, C=Const, C/O=Close and out	Regional Funding Reimbursements				Total Expenditures			FY for Final Constr.	FY(s) for Reimb.	Other Project Information	
			Programmed FY07 Reimb. Dollars	Estimated Future Reimb.: FY 2008-2006 Dollars	FY07 Reimb. To Date Dollars	Total Reimb.: FY 2006-2006 and YOY Dollars	Expend. through FY 2007 (YOY) Dollars	Estimated Future Expend. FY 2007-2006 (2006) Dollars	Total Expend. FY 2006-2006 and YOY Dollars				
CHANDLER													
Arizona Ave. at Chandler Blvd.	PO, PA	C		3.464			7.346		7.346		2007	2014	Project is nearing completion.
Arizona Ave. at Elliot Rd.	PO, PA	D, R, C		3.464			5.363		5.363		2007	2022	Currently under construction.
Arizona Ave. at Ray Rd.	PO, PA	D, R, C	3.464		0.714	0.714	1.068	5.0	1.068		2007	2007	Have received 2 Project Reimbursement Requests, one has been paid and one is at ADOT for processing. Design and ROW are complete, and construction is 7% complete.
Chandler Blvd. at Dobson Rd.	PO, PA	D	1.32	2.144	0.013	0.013	0.336	7.349	0.336		2008	2006-2008	The study is 100% complete and design is underway.
Gilbert Rd. Loop 202 to Queen Creek Rd. - SEGMENT A	PO, PA	D		6.317				11.874			2008	2022	This segment has been advanced. Design will begin in FY07.
Ray at Alma School Rd	PO, PA	D	0.363	3.101				9.709			2008	2006-2008	Design will begin in FY07.
Ray at McClintock (NE Corner Only)	PO	D		3.464				8.603			2007 & 2010	2012	The NE corner of the project is being advanced and will be constructed in 2007. The design is underway. The remaining intersection improvement will be done in 2010-2011 and dollar amounts reflect the entire project.
GILBERT													
Val Vista Rd. Warner Rd to Pecos Rd		D, R, C	3.464	6.705				20.353			2006	2007-2008, 2015	Project has been advanced and reimbursement funds have been exchanged with Elliot/Cooper & Guadalupe/Cooper projects. Reimb. will be in 2007-2008, 2015.
Warner Rd.: Cooper Rd.		D	1.316	2.148				5.619			2008	2006-2008	
MARICOPA COUNTY													
Dobson, Gilbert and McKellips Bridge Projects		S		42.797							2015	2015	Three ALCP Bridge Projects are being studied together.
EI Mirage Road Corridor: Northern to Bell		S		35.087							2018	2008-2018	Two EI Mirage Projects are being studied as a corridor.
Northern Ave.: Dysart Rd. to SR-303L - PHASE 1		P, D	19.016	36.855			3.5	104.4	3.5		2010	2007-2010	Project Design is underway and the reimbursement has been deferred from FY06 to FY07.
M.C./MESA													
Power Rd: East Maricopa Floodway (EMF) to Galveston - SEGMENT A		P, D	2.587	6.826				11.107			2008	2006-2008	
Power Rd: Baseline Rd to East Maricopa Floodway (EMF) - SEGMENT B		D, R	5.014	2.223				10			2007	2007-2008	
MESA													
Broadway Rd.: Dobson Rd. to Country Club Dr.		P	0.429	6.387				10.975			2009	2007-2009	



Lead Agency & Facility	Project Requirement Completed	Status S=Study, P=Pre-Design, D=Right of Way, C=Const, C/O=Closed out	Regional Funding Disbursements				Total Expenditures			Years for Reimb.	Other Project Information			
			Programmed FY07 Reimb. Dollars	Estimated Future Reimb.: FY 2008-2026 Dollars	FY07 Reimb. To Date	Total Reimb.: FY 2006-2026 and YOE Dollars	Expended through FY 2007 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 Dollars	Total Expend. FY 2006-2026 and YOE Dollars			Year for Final Constr.		
MESA														
Country Club Dr.: University Dr.		P		2.57						3.206		2009	2017	
Dobson Rd.: Guadalupe Rd.		P	0.14	2.43						2.796		2009	2007-2009	
Gilbert Rd.: University Dr.	PO	D, R		2.57						8.1		2007	2021	Design is underway.
Greenfield Rd: Baseline Rd to Southern - SEGMENT A		D, R	1.401	3.767						7.382		2008	2007-2008	
Greenfield Rd: Southern Rd. to University Rd. - SEGMENT B		P	0.345	4.432						12.6		2010	2009-2010	
McKellips Rd.: Gilbert Rd. to Power Rd		S		20.002						26.95		2013	2007-2013	
McKellips Rd.: Gilbert Rd. to Val Vista - SEGMENT A		D, R	1.46	3.138						6.555		2008	2007-2008	
McKellips Rd.: Val Vista Rd to Higley - SEGMENT B		P	0.34	7.777						11.109		2010	2007-2010	
Mesa Dr: Broadway Rd to US-60 Southern Ave: Country Club Dr to Stapley - SEGMENT A		P	0.18	8.424						11.94		2010	2007-2010	
Thomas Rd: Gilbert Rd to Val Vista Dr		S,D	0.86	7.12						11.3		2009	2007-2009	
PEORIA		D	0.346	4.794						7.269				
Beardsley Road Project		D		21.343						43.87		2009	2011-2012	Design is underway and reimbursement will be in Phase 2.
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd - SEGMENT A		D, R		8.649						14.952		2008	2022-2024	Design is underway.
Lake Pleasant Pkwy: Union Hills Dr to Dynamite Rd, 4 lane portion - SEGMENT B	PO, PA	D, R, C	7.263	7.778			7.027			48.049	19.124	2006	2006-2007, 2011-2014	Construction is ongoing.
PHOENIX														
Happy Valley Rd: I-17 to 35th Avenue - SEGMENT A	PO	C/O		6.635						7.647		2005	2023	The Project is complete.
Happy Valley Rd: I-17 to 35th Avenue - SEGMENT B		D		1.917						2.738		2009	2023	
Happy Valley Rd: I-17 to 35th Avenue - SEGMENT C		D		2.178						3.111		2009	2024	
SCOTTSDALE														
SR-101L North Frontage Rd: Hayden to Scottsdale Rd- SEGMENT A		D, R, C	5.474									2007	2007	
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P, D, R	1.191	4.341								2007	2007-2008	
SR-101L South Frontage Rd: Hayden to Pima			0.123	12.616								2010	2007-2010	
Shea Blvd: SR-101L to SR-87		D, R, C		21.343								2008	2021-2024	



ALCP Revenue & Finance: July - September 2006

For the period July to September 2006, \$9,999,597 was collected from tax revenues for the ALCP Regional Area Road Fund (RARF) account, as seen in Table 2.

	July	August	September	Total
Freeways	\$ 18,807,785	\$ 16,827,963	\$ 17,885,906	\$ 53,521,655
Arterial Streets	\$ 3,513,910	\$ 3,144,014	\$ 3,341,673	\$ 9,999,597
Transit	\$ 11,144,115	\$ 9,971,017	\$ 10,597,877	\$ 31,713,009
Prop. 400 (total)	\$ 33,465,810	\$ 29,942,994	\$ 31,825,456	\$ 95,234,261

In this period, the Arterial RARF account paid \$7,541,856.37 in Project Reimbursement Requests. The remaining balance in the RARF account at the end of September is \$15,243,227. There has not been any expenditures made from MAG-Surface Transportation Program (STP) or the Congestion Mitigation Air Quality (CMAQ) arterial accounts to date.

Looking at the overall revenues, Table 3 shows the tax revenues collected in this quarter for the Maricopa Transportation Excise Tax, which are \$95,234,261. The tax collections for both July and September came higher than the estimated forecast for the month, while August came in lower than expected. August signaled the first non double digit increase from year over year.

	Estimate Total RARF	Actual Total RARF	% Difference
July	\$ 32,667,000	\$ 33,465,810	2.4%
August	\$ 31,026,000	\$ 29,942,994	-3.5%
September	\$ 31,484,000	\$ 31,825,456	1.1%
Total	\$ 95,177,000	\$ 95,234,261	0.1%

ALCP Amendment or Administrative Adjustment, Which One to Do?

The ALCP Policies and Procedures provide for two types of changes to the ALCP, an Amendment or an Administrative Adjustment. Both types of changes can be done, if necessary, on a quarterly basis. Background information on Amendments and Administrative Adjustments will be presented in this Status Report. An important question is which type of change, an amendment or an administrative adjustment, is appropriate to reflect a change for an ALCP project.

If an ALCP Project is undergoing a Project Update outside of the regular ALCP Update schedule, an amendment is required. There are seven types of Project Updates (Section 220 of the ALCP Policies and Procedures): advancing a project, deferring a project, segmenting a project, exchanging two projects, substituting a project, changing a project scope, or using Project Savings on another ALCP Project. If any of these updates are needed outside of the normal annual ALCP Update schedule, which is shown on the ALCP schedule on page 3 of this report, an amendment is needed.

What is an administrative adjustment then? An administrative adjustment is an adjustment to the ALCP regional reimbursement Project budget(s) in the current and later fiscal years of the ALCP, due to actual Project expenditures and regional reimbursements.

This is needed when Project expenditures for a Project work phase or Segment in the current and later fiscal years are lower than the estimate, causing the 70% regional reimbursement to be less than

what is programmed in the current ALCP. The remaining balance of regional funds for the project can be moved to another work phase or Segment of the original project that is programmed in the same or a later fiscal year. Regional reimbursement budgets can not be moved from a later fiscal year to an earlier fiscal year in an administrative adjustment since this will negatively impact the ALCP cash flow.

Since the ALCP was approved on June 28, 2006, the City of Chandler has made a request to amend one project due to an advanced segment of a project and Maricopa County has requested that two projects are amended to reflect current project and reimbursement schedules. Additionally, an administrative adjustment is needed for two projects, one in the City of Chandler and one in the City of Phoenix, due to lower project costs. These requests will go through the MAG Committee starting in October 2006. As with both the ALCP Amendments and Administrative Adjustments, appropriate amendments will also be made to the TIP and the RTP.

Remaining FY07 Arterial Life Cycle Program Schedule

TABLE 4: Fiscal Year 2006-2007 Arterial Life Cycle Program Schedule	
November	8th, 15th: Management Committee (MC), Transportation Policy Committee (TPC) – ALCP Status Report and any necessary amendments or administrative adjustments - Release ALCP information for 2008-2012 TIP Update
December	13th: Regional Council (RC) – ALCP Status Report and any necessary amendments or administrative adjustments
January	5th: Information due for ALCP Projects in 2007-2012 for the TIP Report - Transportation Review Committee (TRC) – ALCP Status Report and any necessary amendments or administrative adjustments
February	9th: Information due for ALCP Projects in 2013-2026 for the RTP Update and Air Quality Conformity Analysis (AQCA) - MC, TPC, RC – ALCP Status Report and any necessary amendments or administrative adjustments - TRC –TIP Report and RTP Update for AQCA are presented
March	- MC, TPC, RC –TIP Report and RTP Update for AQCA are presented
April	- ALCP Working Group – Final review of updated information for the FY08 ALCP - TRC – ALCP Status Report and any necessary amendments or administrative adjustments
April/May	- TIP Report and RTP Update undergoes AQCA
May	- TRC - Present Draft FY 08 ALCP - MC, TPC, RC - ALCP Status Report and any necessary amendments or administrative adjustments
June	- MC, TPC and RC - Present Draft FY 08 ALCP and FY08 ALCP Schedule

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

Proposed Amendment and Administrative Adjustment to the FY 2007 - June 28, 2006 Arterial Life Cycle Program (ALCP)

SUMMARY:

The FY07 ALCP was approved by MAG Regional Council on June 28, 2006. Since that time, one City of Chandler project has been identified that needs to be segmented, two Maricopa County projects have been identified that need to change project and reimbursement schedules, one City of Chandler project has been identified that needs to lower and adjust the regional reimbursement amounts, and one City of Phoenix project has been identified that needs to lower and adjust the regional reimbursement amounts. An amendment is required to add the segment to the ALCP and change the project and reimbursement schedules, and an administrative adjustment is needed to adjust the project reimbursement amounts due to lower actual costs.

The Arterial Life Cycle Program is a key part of Proposition 400 and represents more than \$1.6 billion of regional investment over the next 20 years. The updated ALCP Policies and Procedures will continue to provide guidance to MAG and to MAG member agencies to ensure that the program is implemented in an efficient and effective manner.

The attached document provides both the approved FY07-June 28, 2006 ALCP and the proposed amendments and administrative adjustments.

PUBLIC INPUT:

There was no public comment at the October 26, 2006 Transportation Review Committee, at the November 8, 2006 Management Committee, or at the November 15, 2006 Transportation Policy Committee.

PROS & CONS:

PROS: Once the changes to the FY07 ALCP are approved, involved jurisdictions and MAG will continue to move forward with Project Requirements this FY07.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Approval of an Amendment and an Administrative Adjustment to the FY 2007 – June 28, 2006 ALCP to add a new segment to a Chandler project, change two Maricopa County project and reimbursement

schedules, and make an administrative adjustment to a Phoenix project and a Chandler project to reflect actual project costs.

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee recommended approval of the amendments and administrative adjustments to the FY07 - June 28, 2006 ALCP on November 15, 2006.

MEMBERS ATTENDING

- | | |
|---|---|
| *Councilmember Peggy Bilsten, Phoenix, Chair
Mayor Keno Hawker, Mesa, Vice Chair
Kent Andrews, Salt River Pima-Maricopa Indian Community
#F. Rockne Arnett, Citizens Transportation Oversight Committee
+Councilmember Gail Barney, Queen Creek
Stephen Beard, SR Beard & Associates
*Mayor Steven Berman, Gilbert
*Dave Berry, Swift Transportation
Jed S. Billings, FNF Construction
* Mayor Bobby Bryant, Buckeye | Mayor James Cavanaugh, Goodyear
Councilmember Pat Dennis, Peoria
*Mayor Boyd Dunn, Chandler
Councilmember Cliff Elkins, Surprise
#Mayor Hugh Hallman, Tempe
Eneas Kane, DMB Associates
Joe Lane, State Transportation Board
Mayor Marie Lopez-Rogers, Avondale
Mayor Mary Manross, Scottsdale
David Scholl, Westcor
*Mayor Elaine Scruggs, Glendale
*Supervisor Don Stapley, Maricopa County |
|---|---|
- * Not present
Participated by telephone conference call
+ Participated by videoconference call

Management Committee recommended approval of the amendments and administrative adjustments to the FY07 - June 28, 2006 ALCP on November 8, 2006.

MEMBERS ATTENDING

- | | |
|---|---|
| Ed Beasley, Glendale, Chair
Bridget Schwartz-Manock for Jan Dolan, Scottsdale, Vice Chair
* George Hoffman, Apache Junction
Shirley Gunther for Charlie McClendon, Avondale
Ruth Garcia for Jeanine Guy, Buckeye
* Jon Pearson, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Mark Pentz, Chandler
Mark Fooks for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
* Joseph Manuel, Gila River Indian Community
George Pettit, Gilbert | Stephen Cleveland, Goodyear
* Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Tom Martinsen, Paradise Valley
Carl Swenson for Terry Ellis, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Jim Rumpeltes, Surprise
Will Manley, Tempe
* Reyes Medrano, Tolleson
Shane Dille, Wickenburg
Lloyce Robinson, Youngtown
Bill Hayden for Victor Mendez, ADOT
Richard Wallace for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA |
|---|---|
- * Those members neither present nor represented by proxy.
Participated by telephone conference call.
+ Participated by videoconference call.

The Transportation Review Committee recommended approval of the amendments and administrative adjustments to the FY07 - June 28, 2006 ALCP on October 26, 2006.

MEMBERS ATTENDING

Maricopa County: Mike Sabatini for Mike Ellegood, Chairperson
ADOT: Dan Lance
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Timothy Edwards for Scott Lowe
Chandler: Patrice Kraus
El Mirage: Mark Fooks for B.J. Cornwall
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

* Litchfield Park: Mike Cartsonis
Mesa: Jim Huling
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Phoenix: Tom Callow
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos De Leon
*Wickenburg: Shane Dille
Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott
*Street Committee: Darryl Crossman

*Pedestrian Working Group: Eric Iwersen
*ITS Committee: Alan Sanderson

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

CONTACT PERSON:

Eileen O. Yazzie, Transportation Planner II, 602.452.5058, eyazzie@mag.maricopa.gov

AMENDMENTS & ADMINISTRATIVE ADJUSTMENTS

To the FY07 – June 28, 2006 Arterial Life Cycle Program (ALCP)

All dollar amounts are shown in millions and in 2006\$

AMENDMENT - City of Chandler – Ray/McClintock Intersection Improvement – This project is currently programmed as one project. The City of Chandler revised this project and moved the northeast (NE) corner of the project forward to FY07 to coincide with work being done by SRP on that corner. An amendment to the 2007-2011 TIP to reflect the advancement will also be needed.

Fiscal Impact - There is no negative financial impact to the ALCP.

FY07 – June 28, 2006 ALCP:

Ray/McClintock: Intersection Improvements			FY11
	DES	2009	\$ 0.414
	ROW	2010	\$ 0.391
	CONST	2011	\$ 2.659

Proposed:

Ray/McClintock: Intersection Improvements			FY11
Ray/McClintock - NE Corner	DES	2007	
Ray/McClintock - NE Corner	ROW	2007	
Ray/McClintock - NE Corner	CONST	2007	
Ray/McClintock - SE, SW, and NW Corner	DES	2009	\$ 0.414
Ray/McClintock - SE, SW, and NW Corner	ROW	2010	\$ 0.391
Ray/McClintock - SE, SW, and NW Corner	CONST	2011	\$ 2.659

AMENDMENT - Maricopa County – El Mirage Rd: Thunderbird Rd to Northern Ave - MCDOT and El Mirage are planning to enter into an MOU this fiscal year regarding the funding and phasing of this project. An amendment is requested to reprogram the regional reimbursements to fit the project schedule.

Fiscal Impact - The ALCP cash flow can accommodate the requested amendment.

FY07 – June 28, 2006 ALCP:

El Mirage Rd: Thunderbird Rd to Northern Ave			FY16	FY17	FY18
	STUDY	2006			
	DES	2016	\$ 1.542		
	ROW	2017		\$ 4.615	
	CONST	2018			\$ 9.263

Proposed:

El Mirage Rd: Thunderbird Rd to Northern Ave			FY16	FY17	FY18
	STUDY	2006			
	DES	2016	\$ 2.898		
	ROW	2016	\$ 2.800		
	CONST	2017/2018		\$ 7.005	\$ 2.717

AMENDMENT - Maricopa County – El Mirage Rd: Paradise Ln over Grand Ave to Thunderbird Rd- MCDOT and El Mirage are planning to enter into an MOU this fiscal year regarding the funding and phasing of this project. An amendment is requested to reprogram the regional reimbursements to fit the project schedule and to correctly define the project’s boundaries. This project has a total of \$19.667 of regional reimbursements; \$5.14 is available in Phase I and \$14.527 is available in Phase II

Fiscal Impact - The ALCP cash flow can accommodate the requested amendment.

FY07 – June 28, 2006 ALCP:

El Mirage Rd: Paradise Ln over Grand Ave to Thunderbird Rd			FY15
	STUDY	2006	
	DES	2016	\$ 1.788
	ROW	2017	\$ 3.352
	CONST	2018	\$14.527

Proposed:

El Mirage Rd: Bell Rd. to Thunderbird Rd		FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
	DES	\$0.896	\$0.378						
	ROW	\$2.562	\$1.126	\$0.178					
	CONST						\$8.403	\$4.822	\$1.302

ADMINISTRATIVE ADJUSTMENT - City of Chandler - Arizona Avenue/Chandler Boulevard Intersection Improvement The costs incurred for the right of way acquisition for the Arizona Ave/Chandler project are less than the estimate listed in the FY07 ALCP. \$650,000 has been moved from the right of way work to the construction to reflect actual project costs. The

Fiscal Impact – There is no negative financial impact on the ALCP.

FY07 – June 28, 2006 ALCP:

			FY14
Arizona Ave/Chandler Blvd: Intersection Improvement	DES	2004	\$ 0.18
	ROW	2005	\$ 1.61
	CONST	2006	\$ 1.67

Proposed:

			FY14
Arizona Ave/Chandler Blvd: Intersection Improvement	DES	2004	\$ 0.18
	ROW	2005	\$ 0.98
	CONST	2006	\$ 2.30

ADMINISTRATIVE ADJUSTMENT - City of Phoenix – Happy Valley Rd: I-17 to 67th Avenue - Segment A: I-17 to 35th Ave., of the Happy Valley: I-17 to 67th Avenue Project has been completed and the project expenditures came in lower than expected. An Administrative Adjustment is needed to allocate the available funds from Segment A to the other segments of this project. The project has been advanced by the City of Phoenix and the regional reimbursements remain in the same fiscal years.

Fiscal Impact - There is no negative financial impact on the ALCP.

FY07 – June 28, 2006 ALCP

Happy Valley: I-17 to 67th Avenue			FY23	FY24
Happy Valley: I-17 to 35th Avenue – A	DES	2003	\$ 0.46	
Happy Valley: I-17 to 35th Avenue – A	ROW	2004	\$ 0.34	
Happy Valley: I-17 to 35th Avenue – A	CONST	2005	\$ 5.84	
Happy Valley: 35th Avenue to 43rd Avenue -B	DES	2007	\$ 0.14	
Happy Valley: 35th Avenue to 43rd Avenue-B	ROW	2008	\$ 0.54	
Happy Valley: 35th Avenue to 43rd Avenue-B	CONST	2009	\$ 1.23	
Happy Valley: 43rd to 55th Avenue-C	DES	2007		\$ 0.23
Happy Valley: 43rd to 55th Avenue-C	ROW	2008		\$ 0.14
Happy Valley: 43rd to 55th Avenue-C	CONST	2009		\$ 1.81
Happy Valley: 55th to 67th Avenue-D	DES	2008		\$ 0.23
Happy Valley: 55th to 67th Avenue-D	CONST	2009		\$ 2.17
	Savings	2024		\$ 2.07

Proposed:

Happy Valley: I-17 to 67th Avenue			FY23	FY24
Happy Valley: I-17 to 35th Avenue-A	DES	2003	\$ 0.55	
Happy Valley: I-17 to 35th Avenue-A	ROW	2004	\$ 0.01	
Happy Valley: I-17 to 35th Avenue-A	CONST	2005	\$ 4.70	
Happy Valley: 35th Avenue to 43rd Avenue-B	DES	2007	\$ 0.31	
Happy Valley: 35th Avenue to 43rd Avenue-B	ROW	2008	\$ 0.54	
Happy Valley: 35th Avenue to 43rd Avenue-B	CONST	2009	\$ 2.08	
Happy Valley: 43rd to 55th Avenue-C	DES	2007		\$ 0.23
Happy Valley: 43rd to 55th Avenue-C	ROW	2008		\$ 0.14
Happy Valley: 43rd to 55th Avenue-C	CONST	2009		\$ 2.17
Happy Valley: 55th to 67th Avenue-D	DES	2008		\$ 0.23
Happy Valley: 55th to 67th Avenue-D	CONST	2009		\$ 2.17
	Savings	2024		\$ 2.07

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

Public Hearing on the 2006 Annual Report on Status of the Implementation of Proposition 400

SUMMARY:

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400 and hold a Public Hearing on the report. A Public Hearing on the Draft 2006 Annual Report was held at the MAG office on October 19, 2006. A transcript of this Public Hearing was prepared and is enclosed for information. MAG committees were briefed prior to the Public Hearing regarding the key findings and issues identified in the report.

PUBLIC INPUT:

Public comment was received by telephone that the regional grid bus route on Glendale Avenue should be extended east to Scottsdale Road, and bus service should be expanded to reduce congestion in areas where arterial improvements are scheduled. Also, a comment was received that the appendix listing for transit routes should be in order of service start year as in the 2005 Annual Report. A transcript of the Public Hearing on the Draft 2006 Annual Report, which was held on October 19, 2006, is also enclosed.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Management Committee: On November 8, 2006, the Management Committee agenda included an item on the 2006 Annual Report Public Hearing. The item was on the consent agenda for information and discussion.

MEMBERS ATTENDING

- Ed Beasley, Glendale, Chair
- Bridget Schwartz-Manock for Jan Dolan, Scottsdale, Vice Chair
- * George Hoffman, Apache Junction
- Shirley Gunther for Charlie McClendon, Avondale
- Ruth Garcia for Jeanine Guy, Buckeye
- * Jon Pearson, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Mark Pentz, Chandler
- Mark Fooks for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
- Tim Pickering, Fountain Hills
- * Lynn Farmer, Gila Bend
- * Joseph Manuel, Gila River Indian Community
- George Pettit, Gilbert
- Stephen Cleveland, Goodyear
- * Mark Johnson, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Tom Martinsen, Paradise Valley
- Carl Swenson for Terry Ellis, Peoria
- Frank Fairbanks, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Jim Rumpeltes, Surprise
- Will Manley, Tempe
- * Reyes Medrano, Tolleson
- Shane Dille, Wickenburg
- Lloyce Robinson, Youngtown
- Bill Hayden for Victor Mendez, ADOT
- Richard Wallace for David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee: On October 26, 2006, the Transportation Review Committee agenda included an item on the 2006 Annual Report Public Hearing. The item was on the consent agenda for information and discussion.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Randi Alcott, RPTA
- * Street Committee: Darryl Crossman, City of Litchfield Park
- * Pedestrian Working Group: Eric Iwersen, City of Tempe
- * ITS Committee: Alan Sanderson

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Regional Council: On September 27, 2006, the Regional Council was briefed by MAG staff on the key findings and issues identified in the Draft 2006 Annual Report. The item was on the agenda for information and discussion.

MEMBERS ATTENDING

- | | |
|--|--|
| Mayor James M. Cavanaugh, Goodyear,
Chair | Mayor Thomas Schoaf, Litchfield Park |
| Mayor Mary Manross, Scottsdale, Vice Chair | Supervisor Max Wilson, Maricopa County |
| + Councilmember Dave Waldron for Mayor
Douglas Coleman, Apache Junction | Mayor Keno Hawker, Mesa |
| * Mayor Marie Lopez-Rogers, Avondale | Mayor Ed Winkler, Paradise Valley |
| # Mayor Bobby Bryant, Buckeye | Vice Mayor Vicki Hunt for
Mayor John Keegan, Peoria |
| * Mayor Edward Morgan, Carefree | Councilmember Peggy Neely, Phoenix |
| Vice Mayor Dick Esser, Cave Creek | + Mayor Art Sanders, Queen Creek |
| Mayor Boyd Dunn, Chandler | * President Joni Ramos, Salt River
Pima-Maricopa Indian Community |
| Mayor Fred Waterman, El Mirage | Councilmember Cliff Elkins for
Mayor Joan Shafer, Surprise |
| * President Raphael Bear, Fort McDowell
Yavapai Nation | # Mayor Hugh Hallman, Tempe |
| * Mayor Wally Nichols, Fountain Hills | * Mayor Adolfo Gamez, Tolleson |
| + Mayor Daniel Birchfield, Gila Bend | + Mayor Ron Badowski, Wickenburg |
| * Governor William Rhodes, Gila River Indian
Community | * Mayor Bryan Hackbarth, Youngtown
Joe Lane, State Transportation Board |
| Mayor Steven Berman, Gilbert | * Felipe Zubia, State Transportation Board |
| # Mayor Elaine Scruggs, Glendale | # F. Rockne Arnett, Citizens Transportation
Oversight Committee |
| * Mayor Bernadette Jimenez, Guadalupe | |

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

Transportation Policy Committee: On September 20, 2006, the Transportation Policy Committee was briefed by MAG staff on the key findings and issues identified in the Draft 2006 Annual Report. The item was on the agenda for information and discussion.

MEMBERS ATTENDING

- | | |
|--|---|
| Councilmember Peggy Bilsten, Phoenix, Chair | Mayor James Cavanaugh, Goodyear |
| Mayor Keno Hawker, Mesa, Vice Chair | Councilmember Pat Dennis, Peoria |
| Kent Andrews, Salt River Pima-Maricopa Indian
Community | Mayor Boyd Dunn, Chandler |
| F. Rockne Arnett, Citizens Transportation
Oversight Committee | Councilmember Cliff Elkins, Surprise |
| + Councilmember Gail Barney, Queen Creek | # Mayor Hugh Hallman, Tempe |
| # Stephen Beard, SR Beard & Associates | * Eneas Kane, DMB Associates |
| Mayor Steven Berman, Gilbert | Joe Lane, State Transportation Board |
| Dave Berry, Swift Transportation | Mayor Marie Lopez-Rogers, Avondale |
| * Jed S. Billings, FNF Construction | Mayor Mary Manross, Scottsdale |
| Mayor Bobby Bryant, Buckeye | David Scholl, Westcor |
| | Mayor Elaine Scruggs, Glendale |
| | Supervisor Don Stapley, Maricopa County |

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

Management Committee: On September 6, 2006, the Management Committee was briefed by MAG staff on the key findings and issues identified in the Draft 2006 Annual Report. The item was on the agenda for information and discussion.

MEMBERS ATTENDING

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

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

Transportation Review Committee: On August 24, 2006, the Transportation Review Committee was briefed by MAG staff on the key findings and issues identified in the Draft 2006 Annual Report. The item was on the agenda for information and discussion.

MEMBERS ATTENDING

- | | |
|---|--------------------------------------|
| Maricopa County: Mike Ellegood, Chair | * Litchfield Park: Mike Cartsonis |
| ADOT: Bill Hayden for Dan Lance | # Mesa: Jim Huling |
| Avondale: David Fitzhugh | Paradise Valley: Robert M. Cicarelli |
| Buckeye: Thomas Chlebanowski for Scott Lowe | Peoria: David Moody |
| Chandler: Dan Cook for Patrice Kraus | Phoenix: Don Herp for Tom Callow |
| * El Mirage: B.J. Cornwall | * Queen Creek: Mark Young |
| Fountain Hills: Randy Harrel | RPTA: Bryan Jungwirth |
| * Gila Bend: Lynn Farmer | Scottsdale: Mary O'Connor |
| * Gilbert: Tami Ryall | Surprise: Randy Overmyer |
| Glendale: Robert Darr for Terry Johnson | Tempe: Carlos De Leon |
| * Goodyear: Cato Esquivel | * Wickenburg: Shane Dille |
| Guadalupe: Jim Ricker | * Valley Metro Rail: John Farry |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| * Regional Bicycle Task Force: Randi Alcott | Pedestrian Working Group: Eric Iwersen |
| * Street Committee: Darryl Crossman | * ITS Committee: Alan Sanderson |
- * Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Roger Herzog, MAG, (602) 254-6300

December 5, 2006

TO: Members of the MAG Regional Council

FROM: Eric Anderson, MAG Transportation Director

SUBJECT: PUBLIC HEARING ON THE 2006 ANNUAL REPORT ON THE STATUS OF THE
IMPLEMENTATION OF PROPOSITION 400

As part of the process for developing the 2006 Annual Report, MAG staff held a public hearing on Thursday, October 19, 2006 at 5:00 p.m. at the MAG offices.

The public hearing was facilitated by MAG Transportation Director Eric Anderson, with representatives from the Arizona Department of Transportation (ADOT), Valley Metro and Valley Metro Rail (METRO) also in attendance. MAG Senior Project Manager Roger Herzog provided a presentation on the 2006 Annual Report detailing the reports contents. Following the presentation, hearing attendees were provided an opportunity to comment on the Annual Report. A court reporter was in attendance to record all comments made at the hearing. Although there were no comments made by the public at the hearing, there were comments received prior to the hearing via telephone and during a special event attended by MAG staff at which many comments were made regarding the Valley's transportation system. An entire transcript of the hearing is attached for further consideration and review.

Summary of Input:

- Bus route 24 needs to continue into Scottsdale.
- The half-mile street bus routes need to connect with light rail.
- Rural connectors (SR-85, US-60, SR-87, and eventually SR-71) need to connect with arterials.
- All communities are paying the tax even though they are not on the RPTA Board.
- Need to connect Fort McDowell, Salt River, and Fountain Hills to the transit system.
- The strategic plan is not being done multi-modally; if there is light rail, there needs to be bus connectors, otherwise you will need to take a car.
- More outreach to the public on meeting announcements is needed.
- Proposition 400 needs to be more flexible; arterials need to be addressed more or we will be further behind.
- The cost for rural routes is 80/20 funding. With the success of rural connectors, additional routes can be funded.
- We need to have a 404 freeway to reach the outlying areas of the Valley.
- Light rail should be along the entire freeway system.
- More outreach to the public on meeting announcements is needed.

Maricopa Association of)
 Governments Public Hearing on)
 the 2006 Annual Report on the)
 Status of the Implementation of)
 Proposition 400.)
)

Phoenix, Arizona
 October 19, 2006
 5:06 p.m.

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Reported by: RENE' METTY KING, RMR
 Certified Court Reporter No. 50342 (AZ)
 Certified Shorthand Reporter No. 7437 (CA)

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- 1 APPEARANCES:
 - 2 Mr. Eric Anderson - Chairman
 - 3 Mr. Bill Hayden - Arizona Department of Transportation
- Page 1

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4 Mr. Brian Jungworth - Regional Public Transportation
Authority

5 Valley Metro Rail representative

6 Mr. Roger Herzog - Senior Project Manager

7 Mr. Jason Stephens - MAG

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P R O C E E D I N G S

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MR. ANDERSON: We're going to call this

4 meeting to order.

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This is a public hearing on the 2006 Annual

6 Report on the status of the implementation of the Regional

7 Transportation Plan that was funded out of

8 Proposition 400.

9 My name is Eric Anderson, transportation
10 director for the Maricopa Association of Governments.
11 welcome. Thank you for taking your time out of your busy
12 schedule to be here today.

13 The first order of business is a
14 presentation by Roger Herzog.

15 Roger?

16 MR. HERZOG: Mr. Chairman, I'd like to spend
17 a few minutes reviewing the findings of the 2006 Annual
18 Report.

19 Back up one, please.

20 Okay. The Annual Report is required by
21 Arizona statutes, and it calls for a discussion of status
22 of projects, changes to the Regional Transportation Plan
23 and priorities, also a look at project financing, and as
24 part of the requirements, to hold a public hearing, which
25 we're doing today.

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1 Key topics that I'd like to cover today
2 include the changes to the Regional Transportation Plan,
3 the status of revenues, and also the status of the modal
4 Life Cycle Programs including freeways, arterial streets,
5 and transit.

6 So far as the Regional Transportation Plan,
7 one of the key changes this year was to incorporate the
8 Life Cycle Programs directly into the plan. This replaces
9 the phasing that was originally in the plan and will help
10 us monitor and make decisions regarding priorities. Also
11 during the year a number of area and modal studies are
12 underway to help prepare for potential future updates.

13 In the revenue area, tax receipts from
14 Proposition 400 were approximately 11.4 percent higher
15 than the estimate in the 2005 Annual Report. However, the
16 forecasts of future revenues from this source are largely
17 unchanged from the prior Annual Report.

18 As you can see on this table, total revenues
19 for the -- actually, the second half of fiscal year '06
20 totaled approximately 11 percent more than what was
21 forecasted last year. Also in this chart you can see the
22 future outlook for revenues from the half-cent is largely
23 unchanged for the remainder of the Life Cycle period.

24 Revenues from other sources, such as state
25 15 percent money or federal funds, are also at this point

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1 not expected to change significantly over the 20-year
2 period compared to forecasts.

3 Also in the revenue area, a new source was
4 approved by the legislature, with about 184 million made
5 available for projects on the state highway system in the
6 MAG area. This is called the Statewide Transportation
7 Acceleration Needs Account.

8 Getting into the specific Life Cycle
9 Programs, the Freeway/Highway Program includes 115
10 projects over the next 20 years; but backing up for a
11 minute, to look at the predecessor of Proposition 400,
12 which was Proposition 300, a number of accomplishments
13 occurred during FY '06 in that area. The San Tan Freeway
14 was completed, the final grade separation on Grand Avenue
15 was also opened, and it's expected that the final segment
16 of the Red Mountain Freeway will be done by mid-2008.

17 Looking at Proposition 400 projects, a lot
18 of preliminary engineering work is proceeding on several
19 of the corridors. Also, design work is underway. On the
20 Freeway/Highway Program, projects on I-10 and I-17 were
21 accelerated from later years up to fiscal year '07 and
22 fiscal year '08 through the help of GAN and HELP loans.
23 During FY '06, approximately 58 million in total was
24 expended on projects in the Freeway/Highway Life Cycle
25 Program.

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1 This chart shows that a lot of that went
2 into, as we would expect, design work, and also a fair
3 amount into construction, which is largely represented by
4 work on the completion of the widening of the Superstition
5 Freeway.

6 The pace will pick up in FY 2007 with
7 540 million in projects programmed to go to bid during
8 FY '07. Also in the period last year, 252 million in cost
9 increases were identified in the Freeway/Highway Program.
10 These projects were primarily in the first five years of
11 the 20-year program.

12 However, at this point, for the full Life
13 Cycle Program, estimated future costs and future revenues
14 are in balance. It's a close total there, with revenues
15 slightly exceeding future costs. However, during the
16 coming year, significant additional project cost increases
17 may be encountered in the program as detailed engineering
18 studies are completed.

19 Also, now, looking at the Streets Program,
20 94 projects were originally identified in the Arterial
21 Life Cycle Program. During FY '06, this program was

22 refined and updated to reflect the latest information on
23 project status and also revisions to Life Cycle
24 programming policies. During FY '06, a total of 7 million
25 in reimbursements were distributed to local governments,

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1 and it is anticipated in FY '07 that total will go up to
2 56 million.

3 A lot of work is proceeding on all projects
4 in the Arterial Life Cycle Program, including design
5 activities, right-of-way; and a number of the projects
6 over the 20-year period have been advanced by local
7 governments for earlier work, which will be reimbursed
8 according to the original schedule.

9 As with the freeways, the total estimated
10 revenues for reimbursement are slightly higher than the
11 future demands on the reimbursement program. However,
12 although the Arterial Program costs are basically capped,
13 that is, the reimbursements are capped, the construction
14 costs have been going up; and this has brought about a
15 concern regarding the ability of jurisdictions to provide
16 full funding for all projects in the program. This is an
17 issue that we'll be watching over the next several years.

18 Also, some of the projects in the program
19 are funded with -- from federal sources, and the
20 requirements for federal processing can be lengthy and may
21 cause schedule problems.

22 Finally, the Transit Program, which includes
23 the BRT/Express System, with 32 new routes added to the
24 system; it also includes a Regional Grid Bus System, with
25 31 routes being funded there; and then also the Light Rail

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1 Transit System.

2 During FY '06, funding began for 14 existing
3 express routes and four rapid bus routes. Also, funding
4 went to the ADA Program and other programs. New equipment
5 was purchased, with 62 new coaches and 20 used coaches
6 being acquired. A total of about 66 million was expended
7 in FY '06, and as this chart shows, a lot of that went to
8 acquisition of new vehicles.

9 As part of the program, planning studies are
10 going forth on the BRT System, other aspects, such as the
11 bus performance measures. In addition to the planning
12 studies, during the next five years, 11 new BRT routes and
13 seven new Super Grid routes will be initiated. Actually,
14 one route started in July already of 2006 on Scottsdale
15 Road.

16 On the Light Rail System, construction is
17 continuing on the Minimum Operating Segment, and it's
18 expected service will be beginning in December 2008. The
19 Life Cycle Program also includes a number of extensions to
20 that system, and study work is going forth on those.

21 The balance between costs and revenues is
22 shown here, and we do have a balance. Actually, future
23 costs were adjusted to exactly meet the future revenues,
24 with the variable being the level of bus service. But at
25 this point the Life Cycle Program can be met within

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1 existing revenues.

2 As with freeways and arterials, the recent
3 trends of things like wages, fuel prices, et cetera, as

4 well as construction costs and right-of-way, raise
5 problems so far as keeping the transit program within
6 available revenues, and that is definitely something that
7 will be requiring a lot of attention over the coming
8 years.

9 So to summarize the key findings of the 2006
10 Annual Report, so far as the Regional Transportation Plan,
11 the key activity was inclusion of the Life Cycle Programs
12 into the plan. So far as revenues, perhaps the key
13 finding there is at this point, future forecasts for
14 available revenues for the remainder of the Life Cycle
15 period are largely unchanged from prior forecasts.

16 In the freeway area, during next fiscal year
17 we'll be seeing some new cost estimates, or more detailed
18 estimates, that will quite likely show a number of
19 significant cost increases that we'll be facing in the
20 Freeway program.

21 Similarly, in the Arterial Street Program,
22 the issue of raising -- or rising costs will have to be
23 addressed in the coming year. And the Transit Life Cycle
24 Program also will be facing challenges as to maintaining a
25 balance in the face of cost pressures.

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1 So, Mr. Chairman, that completes my
2 presentation.

3 MR. ANDERSON: Thank you, Mr. Herzog.

4 I understand this presentation was also
5 given to the MAG Management Committee, Transportation
6 Policy Committee, and Regional Council prior to today?

7 MR. HERZOG: That's correct.

8 MR. ANDERSON: Thank you.

9 Just for purposes of the record, I'd like to
10 say that Mr. Bill Hayden is here representing the Arizona
11 Department of Transportation, and Brian Jungworth is here
12 representing the Regional Public Transportation Authority.
13 And we do have a representative from Valley Metro Rail
14 also representing the four -- with MAG, the four agencies
15 responsible for implementation of the Proposition 400
16 program.

17 I'd like to thank you, Mr. Herzog, for your
18 presentation.

19 The next part of the meeting is the public
20 comment. Do we have any members of the public in the
21 audience who would like to provide any public testimony?

22 Seeing none, we will adjourn this hearing.

23 Thank you very much.

24 (The proceedings concluded at 5:21 p.m.)

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5 I, RENE' METTY KING, do hereby certify that
6 the foregoing 10 pages constitute a full, true, and
7 accurate transcript of all the proceedings had in the
8 above matter, all done to the best of my skill and
9 ability.

10 DATED this 20th day of October, 2006.

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RENE' METTY KING
Certified Court Reporter
Certificate No. 50342

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

DATE:

December 5, 2006

SUBJECT:

Consultant Selection for the 2007 MAG Regional Travel Time and Travel Speed Study

SUMMARY:

The FY 2007 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2006, includes \$500,000 to conduct the 2007 MAG Regional Travel Time and Travel Speed Study. The purpose of the study is to collect travel time and travel speed information on regional road networks. The study results will support regional travel demand forecasting efforts. They will be used for travel demand forecasting model validation, analysis, and forecasting of travel trends in the region.

It is necessary to address seasonal variation in traffic data in certain time periods for the data collection exercise. It is advisable to collect travel time and travel speed data in February 2007 to address seasonal traffic variations. Timely consultant selection decision will ensure that this important aspect of the study is not compromised.

A request for proposals was advertised in August 2006 and three proposals were received in October 2006 from the firms of Carter & Burgess, Inc., Alliance Transportation Group, Inc., and American Traffic Information, Inc. A multi-agency evaluation team, consisting of representatives from MAG, ADOT, Maricopa County, and the Cities of Glendale, Phoenix, and Scottsdale, evaluated the proposals and met in November 2006 for selection. The evaluation team recommended to MAG the selection of the consultant firm Carter & Burgess, Inc. to conduct the study for an amount not to exceed \$500,000. Upon Notice to Proceed from MAG, the consultant will have twelve-months to complete the study.

PUBLIC INPUT:

No public input has been received.

PROS AND CONS:

PROS: This study will provide updated travel time and travel speed information on regional arterials and freeways to MAG, ADOT, Maricopa County, and all member agencies. The results of the study will help decision-maker to prioritize arterial and freeway projects.

CONS: None

TECHNICAL AND POLICY IMPLICATIONS:

TECHNICAL: An updated regional travel time and travel speed database will be established for the regional arterial and freeway network. Results from this study will be used to compare with the historical data and to evaluate regional traffic mobility and performance. The study will also be served as a key data source to support and calibrate regional transportation models. The study will collect travel time,

travel speed, and intersection delay data in AM/PM peaks and midday during weekdays on 4,000 directional miles of regional arterials and freeways, by using GPS probe car technology.

POLICY: Data from this study will provide transportation planning guidance to the planning agencies in the region.

ACTION NEEDED:

Approval of the selection of Carter & Burgess, Inc. to conduct the 2007 MAG Regional Travel Time and Travel Speed Study for an amount not to exceed \$500,000.

PRIOR COMMITTEE ACTIONS:

Proposal Evaluation Team: On November 7, 2006, the proposal evaluation team recommended to MAG the selection of the consultant firm Carter & Burgess, Inc. to conduct the 2007 MAG Regional Travel Time and Travel Speed Study for an amount not to exceed \$500,000.

PROPOSAL EVALUATION TEAM:

Robert Darr, City of Glendale
Jami Rae Garrison, ADOT
Srinivas Goundla, City of Phoenix

Steve Ramsey, City of Scottsdale
Dave Wolfson, Maricopa County DOT
Vladimir Livshits, MAG

CONTACT PERSON:

Wang Zhang, MAG, 602 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

Requested Changes to the ADOT Program

SUMMARY:

The Arizona Department of Transportation (ADOT) has requested a number of program changes for FY 2007 to incorporate revised cost estimates and to adjust the schedule of certain projects. These changes include a number of projects related to the I-17 widening from L101 to Carefree Highway, including increases in the right-of-way budgets to reflect higher costs and to include the land needed for the I-17/L303 Traffic Interchange. In addition the I-17 widening project has been divided into two projects, one from L101 to Jomax Road and the second from Jomax Road to Carefree Highway.

The requested changes by corridor include:

- I-10: Right-of-way and design projects moved from 2007 to 2008 since EIS still underway.
- I-17: Right-of-way and construction costs updated. Widening from L101 to Carefree Highway divided into multiple projects to reduce size of bid package.
- Grand: Revised construction costs.
- Superstition: Updated landscape construction costs.
- SR 74: Eliminate right-of-way funds since no acquisitions pending.
- SR 85: Revised cost estimates and one construction project moved from 2007 to 2009.
- SR 87: Revised construction costs.
- SR 88: Moved from 2007 to 2008 due to design progress.
- Pima: Freeway Management System (FMS) project added with funds from the FMS program and revised cost estimate.
- Red Mountain: Updated landscape construction costs.
- L303: Revised right-of-way costs and updated construction costs.
- Systemwide: Moving rubberized asphalt funds from 2008 to 2007.

MAG has reviewed the requested changes and has determined that they are reasonable and necessary to meet the RTP Freeway Program. MAG has also reviewed the ADOT cash flows with the requested changes incorporated into the analysis. Although the requested changes increase costs by more than \$128 million, the program schedule adjustments and revised revenue projections can accommodate these changes without other program changes being needed.

PUBLIC INPUT:

No public input has been received concerning the specific requested change.

PROS & CONS:

PROS: The proposed changes reflect the best cost and schedule information available and, if approved, will result in the FY 2007 planned ADOT projects staying on schedule.

CONS: Higher costs reduce the available cash flow for the freeway program.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None

POLICY: MAG is required to approve material changes to the ADOT Life Cycle Program.

ACTION NEEDED:

Approval of the requested program changes.

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee: On November 15, 2006, the Transportation Policy Committee (TPC) recommended approval of the requested program changes, and also recommended maintaining funding for right-of-way acquisition for Williams Gateway Freeway and for systemwide right-of-way advance acquisition.

MEMBERS ATTENDING

- * Councilmember Peggy Bilsten, Phoenix, Chair
- Mayor Keno Hawker, Mesa, Vice Chair
- Kent Andrews, Salt River Pima-Maricopa Indian Community
- # F. Rockne Arnett, Citizens Transportation Oversight Committee
- + Councilmember Gail Barney, Queen Creek
- Stephen Beard, SR Beard & Associates
- * Mayor Steven Berman, Gilbert
- * Dave Berry, Swift Transportation
- Jed S. Billings, FNF Construction
- * Mayor Bobby Bryant, Buckeye
- Mayor James Cavanaugh, Goodyear
- Councilmember Pat Dennis, Peoria
- * Mayor Boyd Dunn, Chandler
- Councilmember Cliff Elkins, Surprise
- # Mayor Hugh Hallman, Tempe
- Eneas Kane, DMB Associates
- Joe Lane, State Transportation Board
- Mayor Marie Lopez-Rogers, Avondale
- Mayor Mary Manross, Scottsdale
- David Scholl, Westcor
- * Mayor Elaine Scruggs, Glendale
- * Supervisor Don Stapley, Maricopa County

* Not present

Participated by telephone conference call

+ Participated by videoconference call

Management Committee: On November 8, 2006, the Management Committee recommended approval of the requested program changes.

MEMBERS ATTENDING

- Ed Beasley, Glendale, Chair
- Bridget Schwartz-Manock for Jan Dolan, Scottsdale, Vice Chair
- * George Hoffman, Apache Junction
- Shirley Gunther for Charlie McClendon, Avondale
- Ruth Garcia for Jeanine Guy, Buckeye
- * Jon Pearson, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Mark Pentz, Chandler
- Mark Fooks for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
- Tim Pickering, Fountain Hills
- * Lynn Farmer, Gila Bend
- * Joseph Manuel, Gila River Indian Community
- George Pettit, Gilbert
- Stephen Cleveland, Goodyear
- * Mark Johnson, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Tom Martinsen, Paradise Valley
- Carl Swenson for Terry Ellis, Peoria
- Frank Fairbanks, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Jim Rumpeltes, Surprise
- Will Manley, Tempe
- * Reyes Medrano, Tolleson
- Shane Dille, Wickenburg
- Lloyce Robinson, Youngtown
- Bill Hayden for Victor Mendez, ADOT
- Richard Wallace for David Smith, Maricopa Co
- David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Eric J. Anderson, (602) 452-5008.

**PROPOSED CHANGES TO THE FY 2007 REGIONAL TRANSPORTATION
PLAN FREEWAY PROGRAM AS RECOMMENDED BY THE TPC ON NOVEMBER 15, 2006**

Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)
			From	To	From	To		
SR87								
87	RC	Forest Boundary - New Four Peaks	07	07	18,000	21,500	\$3,500	Based on latest cost estimates
SR88								
88	RC	Fish Creek Hill	07	08	\$1,500	\$1,500	\$0	Based on latest design progress
101L, Pima								
101	RC	Princess Dr - 202L, Red Mountain	07	07	65,000	69,500	\$4,500	Add FMS scope and funding to this project
101	FMS	Princess Dr - 202L, Red Mountain	07	07	8,400	3,900	(\$4,500)	Transferred FMS funding to HOV construction project.
101	RC	64th St	07	07	23,000	26,000	\$3,000	Based on latest cost estimates
202L, Red Mountain								
202	LC	US60/SR202L TI, Landscape construction	07	07	7,600	8,126	\$526	Updated landscape construction costs
303L, Estrella								
303	RW	Happy Valley Rd - I-17, Interim	07	None	26,000	0	(\$26,000)	Delete this project and create two new projects (one project in FY07 and one project in FY08)
303	RW	Happy Valley Rd - Lake Pleasant Rd, Interim	None	07	0	36,300	\$36,300	Create this project from the deleted project and use latest cost estimates.
303	RC	Happy Valley Rd - I-17 (TI Construction @ I-17)	07	08	30,000	34,000	\$4,000	Based on latest cost estimates
SR802, Williams Gateway								
802	RW	202L, Santan - Meridian Rd	07	08	2,000	2,000	\$0	Recommend from TPC on 1/15/06 that funding be maintained
System Wide (SW)								
SW	Noise	Asphalt Rubber Noise Mitigation	None	07	0	6,500	\$6,500	Advanced \$6.5 million from FY08 Asphalt Rubber Noise Mitigation project.
SW	R/W	R/W Advance Acquisition	07	07	5,000	5,000	\$0	Recommend from TPC on 1/15/06 that funding be maintained
						TOTAL:	\$53,336	

**PROPOSED CHANGES TO THE FY 2007 REGIONAL TRANSPORTATION
PLAN FREEWAY PROGRAM AS RECOMMENDED BY THE TPC ON NOVEMBER 15, 2006**

Route	Phase	Project	Fiscal Year		Budget (000)		Change	Other Misc. Changes (Comments)
			From	To	From	To		
I-10								
10	RW	40th St - Baseline Rd, CD Road	07	08	\$5,000	\$5,000	\$0	Based on latest study progress
10	RD	40th St - Baseline Rd, CD Road	07	08	\$5,775	\$5,775	\$0	Based on latest study progress
I-17								
17	RW	101L - SR74, Carefree Highway	07	None	\$7,800	\$0	(\$7,800)	Delete this project and create three new RW projects
17	RW	101L - Happy Valley Rd	None	07	\$0	\$23,000	\$23,000	Create this project from the deleted project and use latest cost estimates.
17	RC	Jomax / Dixileta TI	07	07	\$40,000	\$47,300	\$7,300	Based on latest cost estimates
17	RW	Happy Valley Rd - Dixileta Dr	None	07	\$0	\$18,800	\$18,800	Create this project from the deleted project and use latest cost estimates.
17	RW	Dixileta Dr - SR74, Carefree Highway	None	07	\$0	\$24,500	\$24,500	Create this project from the deleted project and use latest cost estimates.
17	RC	101L - SR74, Carefree Highway	07	None	\$182,000	\$0	(\$182,000)	Delete this project and create two new projects (one project in FY07 and one project in FY08)
17	RC	101L - Jomax Rd	None	07	\$0	\$99,000	\$99,000	Create this project from the deleted project and use latest cost estimates.
17	RC	SR74 TI, Carefree Highway	07	07	\$17,000	\$24,000	\$7,000	Based on latest cost estimates
GRAND AVENUE								
60	RC	99th Ave - 83rd Ave (Including New River Bridge)	07	07	\$6,500	\$10,000	\$3,500	Based on latest cost estimates
SUPERSTITION								
60	LC	Val Vista - Power, Landscape Construction	07	07	\$5,100	\$5,810	\$710	Updated landscape construction costs
SR74								
74	RW	US60, Grand - 303L, Estrella	07	None	\$1,000	\$0	(\$1,000)	No acquisitions pending
SR85								
85	RC	MP 139.01 - MP 141.71	07	07	17,300	26,100	\$8,800	Based on latest cost estimates
85	RC	MC 85 - Southern Ave	07	07	8,500	13,800	\$5,300	Based on latest cost estimates
85	RC	Southern Ave - I-10	07	09	11,200	29,600	\$18,400	Based on latest cost estimates. Based on current design progress

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for a City of Phoenix project-level conformity determination for a park-and-ride facility located at the southwest corner of 27th Avenue and Baseline Road. The proposed facility will provide parking for approximately 240 vehicles. The construction phase of the project is programmed in FY 2008 of the FY 2007-2011 MAG Transportation Improvement Program (TIP).

MAG has reviewed the project air quality assessment for compliance with the federal conformity rule and concurs with the project-level conformity determination. The current 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 17, 2006 remains unchanged by this action.

PUBLIC INPUT:

An opportunity for public comment was provided at the November 8, 2006 MAG Management Committee meeting and no public comments were received. Comments were requested by November 17, 2006.

PROS & CONS:

PROS: Completion of a project-level conformity determination is required prior to federal approval of the project.

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

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The City of Phoenix project-level conformity determination concludes that the proposed park-and-ride facility will not cause or contribute to any new localized carbon monoxide or PM-10 violations or increase the severity or number of existing violations during the time frame of the transportation plan.

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

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

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the November 8, 2006 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

- | | |
|---|--|
| Ed Beasley, Glendale, Chair | Stephen Cleveland, Goodyear |
| Bridget Schwartz-Manock for Jan Dolan,
Scottsdale, Vice Chair | * Mark Johnson, Guadalupe |
| * George Hoffman, Apache Junction | Darryl Crossman, Litchfield Park |
| Shirley Gunther for Charlie McClendon,
Avondale | Christopher Brady, Mesa |
| Ruth Garcia for Jeanine Guy, Buckeye | Tom Martinsen, Paradise Valley |
| * Jon Pearson, Carefree | Carl Swenson for Terry Ellis, Peoria |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | Frank Fairbanks, Phoenix |
| Mark Pentz, Chandler | John Kross, Queen Creek |
| Mark Fooks for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Orlando Moreno,
Fort McDowell Yavapai Nation | Jim Rumpeltes, Surprise |
| Tim Pickering, Fountain Hills | Will Manley, Tempe |
| * Lynn Farmer, Gila Bend | * Reyes Medrano, Tolleson |
| * Joseph Manuel, Gila River Indian
Community | Shane Dille, Wickenburg |
| George Pettit, Gilbert | Lloyce Robinson, Youngtown |
| | Bill Hayden for Victor Mendez, ADOT |
| | Richard Wallace for David Smith,
Maricopa County |
| | David Boggs, Valley Metro/RPTA |

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

CONTACT PERSON:

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

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

Proposed 2007 Revisions to MAG Standard Specifications and Details for Public Works Construction

SUMMARY:

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives of several Public Works Departments and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2006 review of proposed revisions to the MAG Publication. A summary of cases is shown in Attachment One.

A summary of these recommendations has been sent to MAG Public Works Directors, in addition to members of the Management Committee, for review for a period of one month. The revisions were on the November 8, 2006 Management Committee agenda, and received no further comment. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2007.

PUBLIC INPUT:

Development of these revisions has been achieved during open meetings of the MAG Specifications and Details Committee and has included input from several professional contractor and utility groups and private companies. There have also been some members of the public present to address the Committee and present their comments. Comments received relating to the 2006 cases include:

Regarding Case 06-02: On February 1, Alan Bohnenkamp of the Arizona Corporation Commission Pipeline Safety Group was present to answer questions on recent changes in the Blue Stake law. He noted that changes mainly focus on areas outside the right-of-way. He provided some clarifications on use of multiple identification methods and ways to comply if facilities are difficult to locate.

Regarding Case 06-04: On July 5, Joe Zicaro, Chairman ASTM C 76 committee provided background information on the ASTM committee's past considerations for Portland cement quantity requirements for concrete sewer pipe. The designated cement content originated as part of a prescriptive specification, the present standard is primarily a performance based specification and there have been committee discussions to delete the minimum cement content requirement from the standard.

No public comment was received during the November 8, 2006 Management Committee meeting.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The MAG Specifications and Details are a series of recommendations developed over many years, principally by senior inspectors and their supervisors from many MAG agencies. These

recommendations are not prescriptive, but are often adopted entirely, or in part, by MAG agencies in developing public works projects.

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: Information on this item was provided to the committee for information and discussion on November 8, 2006.

MEMBERS ATTENDING

- | | |
|--|---|
| Ed Beasley, Glendale, Chair | |
| Bridget Schwartz-Manock for Jan Dolan, Scottsdale, Vice Chair | |
| * George Hoffman, Apache Junction | * Mark Johnson, Guadalupe |
| Shirley Gunther for Charlie McClendon, Avondale | Darryl Crossman, Litchfield Park |
| Ruth Garcia for Jeanine Guy, Buckeye | Christopher Brady, Mesa |
| * Jon Pearson, Carefree | Tom Martinsen, Paradise Valley |
| Wayne Anderson for Usama Abujbarah, Cave Creek | Carl Swenson for Terry Ellis, Peoria |
| Mark Pentz, Chandler | Frank Fairbanks, Phoenix |
| Mark Fooks for B.J. Cornwall, El Mirage | John Kross, Queen Creek |
| Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation | * Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| Tim Pickering, Fountain Hills | Jim Rumpeltes, Surprise |
| * Lynn Farmer, Gila Bend | Will Manley, Tempe |
| * Joseph Manuel, Gila River Indian Community | * Reyes Medrano, Tolleson |
| George Pettit, Gilbert | Shane Dille, Wickenburg |
| Stephen Cleveland, Goodyear | Lloyce Robinson, Youngtown |

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

MAG Specifications and Details Committee: The committee reviewed and provided recommendations for the cases submitted for consideration throughout 2006.

VOTING MEMBERS

- | | |
|--|---|
| Robert Herz, P.E., RLS, Maricopa County DOT, Chair | Kelly Jensen, P.E., Mesa |
| Jim Badowich, Avondale | Maher Hazine, P.E., Peoria |
| Steven Borst P.E., Buckeye | Jeff Van Skike, P.E., Phoenix (Street Trans.) |
| David Fern, P.E., Chandler | Matthew Woodland, Phoenix (Water) |
| Mark Weiner, Gilbert | Rodney Ramos, P.E., Scottsdale |
| Greg Rodzenko, P.E., Glendale | Don Moseley, Surprise |
| Tom Vassallo, Goodyear | James E. Bond, P.E., Tempe |

ADVISORY MEMBERS

- | | |
|----------------------|-------------------------------|
| John Ashley, ACA | Paul Nebeker, Independent |
| Brian Gallimore, AGC | Dale Phelan, NUCA |
| Jeff Benedict, AGC | William Ast, NUCA |
| Don Green, ARPA | Peter Kandar, SRP Engineering |
| Don Cornilson, ARPA | |

CONTACT PERSON:

Gordon Tyus, MAG, (602) 254-6300

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

MARICOPA ASSOCIATION OF GOVERNMENTS
SPECIFICATIONS AND DETAILS COMMITTEE
SUMMARY OF RECOMMENDATIONS FOR 2006 CASES FOR CONSIDERATION

Case	Description	Recommended Action
06-01	Safety Rail Addition to Concrete Scupper Detail 206	Approval
06-02	Clarification of Sanitary Sewer Service Line Markings Detail 440	Approval
06-03	Miscellaneous Corrections, Details 533-3 and 533-4	Approval
06-04	Reduced Cement Content for Reinforced Concrete Pipe (RCP) Mixes	Carry Forward
06-05	Revisions to Survey Marker Detail 120-2	Approval
06-06	Revisions to Drop Sewer Connection Detail 426	Approval
06-07	Add 24-inch Wide Mountable Curb and Gutter with Transition View, Detail 220-2	Approval
06-08	Add 30-inch Wide Mountable Curb and Gutter with Transition View, Detail 220-2	Approval
06-09	Modify Section View of Integral Roll Curb and Gutter and add Transition View, Detail 220-1	Approval

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

October 5, 2006

GENERAL INFORMATION:

Case Number: 06-01
Section/Detail: Details 206-1, 206-2 and 206-3.
Title: Safety Rail Addition to Concrete Scupper Detail
Sponsor: Maricopa County Department of Transportation
Advisor: -

DISCUSSION:

The purpose of this case was to add safety rail protection at the back-side of the sidewalk scupper where the drop off distance exceeds 12-inches. In order to add the safety rail securely, the scupper slab thickness was increased to 5" and an anchor weld plate detail was added. The case also deleted property line references and provided missing information and corrections to section, plan and isometric views.

Revisions to Detail 206-1 included increasing the slab thickness, correctly indicating the position and type of reinforcing bars, making the concrete spillway consistent with section views, and adding notes to revise the concrete class from Class B to Class A for the scupper.

Revisions to Detail 206-2 included moving the isometric view to a new Detail 206-3, and adding the safety rail (per Detail 145) at a 5" offset from the back edge of the sidewalk to Section D-D. Other changes to Section D-D included showing the revised thickness of scupper slab, location of reinforcing bars and changes to the nose detail. In addition, a detail was added for the safety rail weld plate.

New Detail 206-3 included the isometric view previously shown on Detail 206-2, which was modified to include the safety railing and clarifying notes.

RECOMMENDATION:

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

Submittal Date:	January 4, 2006	Vote Summary:	Affirmative:	8
Vote Date:	September 6, 2006		Negative:	0
			Abstention:	0

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

October 5, 2006

GENERAL INFORMATION:

Case Number: 06-02
Section/Detail: Sections 615.6.2 and 615.7/Details 440-1, 440-2 and 440-3
Title: Clarification of Sanitary Sewer Service Line Marking Details
Sponsor: Maricopa County Department of Transportation
Advisor: -

DISCUSSION:

The purpose of this case was to add clarity to Details 440-1, 440-2 and 440-3 by depicting electronic markers at the desired locations and by using consistent descriptions of the electronic markers as shown on the drawings and in the notes.

Section 615.6.2 was revised to add PVC pipe and now states: "Water stops will be required when connecting *PVC or HDPE* pipe to concrete structures, manholes, etc. The water stop shall comply with Section 738 and will be installed per manufacturer recommendations."

The last sentence of Section 615.7 was revised to correct the typical depth of electronic markers and now states: "Electronic markers shall be placed at no greater depth than electronic locating devices can locate them (*typically 2'-4'*)."

Revisions to all three Details, 440-1, 440-2 and 440-3, included properly sizing and locating the electronic marker on the plan and elevation views to be at the angle point of the bend on the sewer line connection, at a depth of 2' to 4'. Changes to the notes included using consistent terminology for the electronic markers and correcting typographic errors.

RECOMMENDATION:

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

Submittal Date:	February 1, 2006	Vote Summary:	Affirmative:	8
Vote Date:	September 6, 2006		Negative:	0
			Abstention:	0

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

October 5, 2006

GENERAL INFORMATION:

Case Number: 06-03
Section/Detail: Details 533-3 and 533-4
Title: Miscellaneous Corrections
Sponsor: Maricopa County Department of Transportation
Advisor: -

DISCUSSION:

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

Revision to Grate Detail 533-3: Increased length of Section F-F reference arrows to include two cross bars as shown in Section F-F.

Revision to Grate Detail 533-4: Increased length of Section B-B reference arrows to include two cross bars as shown in Section B-B.

RECOMMENDATION:

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

Submittal Date:	February 1, 2006	Vote Summary:	Affirmative:	8
Vote Date:	September 6, 2006		Negative:	0
			Abstention:	0

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

October 5, 2006

GENERAL INFORMATION:

Case Number:	06-04
Section/Detail:	Section 735
Title:	Reduced Cement Content for Reinforced Concrete Pipe (RCP) Mixes
Sponsor:	City of Chandler
Advisor:	-

DISCUSSION:

This case proposed deleting Section 735.4(B) and 735.4(C). This change would delete the prescriptive elements of the specification resulting in a performance base specification. Pipe performance requirements would remain unchanged.

Committee members requested further study of this case. The agency sponsor of this case requested that it be carried forward to 2007.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee recommends to carry forward this case for further discussion in 2007.

Submittal Date:	May 3, 2006	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken		Negative:	0
			Abstention:	0

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

October 5, 2006

GENERAL INFORMATION:

Case Number:	06-05
Section/Detail:	Detail 120-2
Title:	Revisions to Survey Marker Detail (for Unincorporated Areas of Maricopa County)
Sponsor:	Maricopa County Department of Transportation
Advisor:	-

DISCUSSION:

The purpose of case 06-05 was to correct a drawing dimension error and update the detail drawing to obtain better compliance with the Arizona Boundary Survey Minimum Standards.

Revisions to Detail 120-2 included revising the minimum pipe length to 16" for the 'Type D' galvanized pipe and adjusting the layout on the plan view of the brass cap to provide space for the Registered Land Surveyor (RLS) number. Additional corrections to the notes are also included.

RECOMMENDATION:

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

Submittal Date:	May 3, 2006	Vote Summary:	Affirmative:	8
Vote Date:	September 6, 2006		Negative:	0
			Abstention:	0

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

October 5, 2006

GENERAL INFORMATION:

Case Number: 06-06
Section/Detail: Section 625.2/Detail 426
Title: Revisions to Drop Sewer Connection Detail
Sponsor: Advisory Member Paul Nebeker
Advisor: -

DISCUSSION:

The purpose of this case was to delete the detail requirement for the use of vitrified clay pipe since not all sewer lines are constructed with this type of pipe and mixing pipe types is not recommended.

Revisions to Section 625.2 and Detail 426 include changing the notes specifying vitrified clay pipe to "Pipe material of drop connection to match new construction." Also notes were revised on Detail 426 to state "connection as required" in lieu of the existing coupler notes, and that the connections shall comply with Section 615 in the specification.

Also a note on Detail 426 was revised to specify masonry anchors are for brick manholes only.

RECOMMENDATION:

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

Submittal Date:	July 5, 2006	Vote Summary:	Affirmative:	7
Vote Date:	September 6, 2006		Negative:	1
			Abstention:	0

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

October 5, 2006

GENERAL INFORMATION:

Case Number: 06-07
Section/Detail: Details 220-1, 220-2
Title: Add 24-inch Wide Mountable Curb and Gutter with Transition View
Sponsor: City of Scottsdale
Advisor: -

DISCUSSION:

Case 06-07 proposed the addition of a 24-inch mountable curb detail used to enable maintenance vehicles to access areas in back of the curb.

The existing detail 220 was changed to 220-1 and a new detail 220-2 was added. It included a section view of the 24-inch 'Mountable Curb and Gutter (Type E)' and a pictorial view showing the 24" curb transition from this mountable curb (Type E) to the typical vertical curb (Type A). The section and pictorial view were dimensioned and noted. Detail 220-2 added general notes on construction materials, expansion joint placement, finishing, and that "the slope of the gutter pan shall match the pavement cross slope when the adjacent pavement slopes away from the gutter."

It was also noted that revisions to all curb sections on Details 220-1 and 220-2 show consistent broom finish notes, and that adjacent asphalt pavement be dimensioned as 1/4" above the lip of the gutter where appropriate. Additional corrections to dimensions, notes and layout were made as required.

RECOMMENDATION:

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

Submittal Date:	July 5, 2006	Vote Summary:	Affirmative:	8
Vote Date:	September 6, 2006		Negative:	0
			Abstention:	0

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

October 5, 2006

GENERAL INFORMATION:

Case Number: 06-08
Section/Detail: Details 220-1, 220-2
Title: Add 30-inch Wide Mountable Curb and Gutter with Transition View
Sponsor: City of Scottsdale
Advisor: -

DISCUSSION:

Case 06-08 proposed the addition of a 30-inch mountable curb detail used to enable emergency vehicles such as fire trucks to better traverse through restrictive traffic calming installations.

The existing detail 220 was changed to 220-1 and a new detail 220-2 was added. It included a section view of the 30-inch 'Mountable Curb and Gutter (Type F)' and a pictorial view showing a 5' curb transition from this mountable curb (Type F) to the typical vertical curb (Type A). The section and pictorial view were dimensioned and noted. Detail 220-2 added general notes on construction materials, expansion joint placement, finishing, and that "the slope of the gutter pan shall match the pavement cross slope when the adjacent pavement slopes away from the gutter."

It was also noted that revisions to all curb sections on Details 220-1 and 220-2 show consistent broom finish notes, and that adjacent asphalt pavement be dimensioned as 1/4" above the lip of the gutter where appropriate. Additional corrections to dimensions, notes and layout were made as required.

RECOMMENDATION:

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

Submittal Date:	July 5, 2006	Vote Summary:	Affirmative:	8
Vote Date:	September 6, 2006		Negative:	0
			Abstention:	0

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

October 5, 2006

GENERAL INFORMATION:

Case Number: 06-09
Section/Detail: Detail 221
Title: Modify Section View of Integral Roll Curb and Gutter and add Transition View
Sponsor: City of Scottsdale
Advisor: -

DISCUSSION:

Case 06-09 proposed to remove the section view of the vertical curb and gutter and add a transition view, which would help contractors and construction crews to visualize the smooth transition required between curb types.

Revisions to Detail 221 included replacing section A-A with a pictorial view depicting the desired curb transition geometrics. The view shows a smooth transition from Type 'A' vertical curb to Type 'C' roll curb and gutter, by matching the flow line and top of curb line with transition lines between each over the 5' curb transition.

In addition, general notes describing the curb and gutter transition were added including adding the note: "Transition between typical sections shall be accomplished by the use of direct straight line transitions of the flow line and other surface features." Finally, under the integral roll curb and gutter notes, the contraction joint spacing was changed from 16 feet to 5 feet.

RECOMMENDATION:

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

Submittal Date:	July 5, 2006	Vote Summary:	Affirmative:	8
Vote Date:	September 6, 2006		Negative:	0
			Abstention:	0

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

Amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System

SUMMARY:

On September 28, 2005, the MAG Regional Council approved the MAG FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program, to be forwarded to the Arizona Department of Administration for funding. The equipment costs included in the MAG Funding Request and Equipment Program are currently paid by the 9-1-1 state excise tax.

Since the approval, the funding request needs to be amended to include upgrades at three 9-1-1 facilities. The Phoenix Police Department is scheduled for a 9-1-1 phone system upgrade for 58 positions, along with 44 new positions, at its two locations at 620 W. Washington and 100 E. Elwood. The two PSAP locations will handle 9-1-1 traffic simultaneously. This project was originally requested in FY 2006 in the amount of \$1,850,000. Due to facility issues, the project was delayed to FY 2007. In addition, two PBX switches and equipment to run the two centers simultaneously require an upgrade for 58 positions. The Phoenix Police Department project will now require a total of \$3.5 million. The Phoenix Fire Department is scheduled for a 9-1-1 system upgrade for 18 positions, along with five new positions. This project will require \$750,000. The Scottsdale Police Department is scheduled for a 9-1-1 system upgrade for 11 positions, along with four new positions. This project will require \$500,000. Management at the Phoenix Police Department, the Phoenix Fire Department, and the Scottsdale Police Department have all expressed support for the approval of these projects. The State 9-1-1 Office has indicated that funding is available to pay the costs of these upgrades.

PUBLIC INPUT:

Opportunities for public comment on the Amendment were provided at the October 19, 2006 PSAP Managers meeting, the October 24, 2006 Oversight Team meeting, and the November 8, 2006 Management Committee meeting. No comments were received. At the September 7, 2005 Management Committee meeting, a citizen commenting on the FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program, expressed concern that State legislation calls for a decrease in the monthly 37-cent excise tax, which will put the 9-1-1 fund into a deficit. The citizen commented that, if anything, the tax should be increased, not decreased.

PROS & CONS:

PROS: Amending the FY 2007 PSAP Annual Element/Funding Request and FY 2007-2011 Equipment Program will make it possible for the purchases of equipment to be made.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: According to the adopted policy for making changes to the approved PSAP budget, the MAG 9-1-1 Oversight Team, the MAG Management Committee, and the MAG Regional Council are required to consider budget changes greater than 50 percent of the total equipment budget.

ACTION NEEDED:

Approval of the amendment to the FY 2007 Public Safety Answering Point (PSAP) Annual Element/Funding Request and FY 2007-2011 Equipment Program for the MAG 9-1-1 System to include a 9-1-1 phone system upgrade for the Phoenix Police Department in the amount of \$3.5 million; a 9-1-1 system upgrade for the Phoenix Fire Department in the amount of \$750,000; and a 9-1-1 system upgrade for the Scottsdale Police Department in the amount of \$500,000.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: On November 8, 2006, the Management Committee recommended approval of the amendment.

MEMBERS ATTENDING

- | | |
|--|---|
| Ed Beasley, Glendale, Chair | Stephen Cleveland, Goodyear |
| Bridget Schwartz-Manock for Jan Dolan, Scottsdale, Vice Chair | * Mark Johnson, Guadalupe |
| * George Hoffman, Apache Junction | Darryl Crossman, Litchfield Park |
| Shirley Gunther for Charlie McClendon, Avondale | Christopher Brady, Mesa |
| Ruth Garcia for Jeanine Guy, Buckeye | Tom Martinsen, Paradise Valley |
| * Jon Pearson, Carefree | Carl Swenson for Terry Ellis, Peoria |
| Wayne Anderson for Usama Abujbarah, Cave Creek | Frank Fairbanks, Phoenix |
| Mark Pentz, Chandler | John Kross, Queen Creek |
| Mark Fooks for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation | Jim Rumpeltes, Surprise |
| Tim Pickering, Fountain Hills | Will Manley, Tempe |
| * Lynn Farmer, Gila Bend | * Reyes Medrano, Tolleson |
| * Joseph Manuel, Gila River Indian Community | Shane Dille, Wickenburg |
| George Pettit, Gilbert | Lloyce Robinson, Youngtown |
| | Bill Hayden for Victor Mendez, ADOT |
| | Richard Wallace for David Smith, Maricopa County |
| | David Boggs, Valley Metro/RPTA |

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

MAG 9-1-1 Oversight Team: On October 24, 2006, the MAG 9-1-1 Oversight Team recommended approval of the amendment.

MEMBERS ATTENDING

- | | |
|--|--|
| # Harry Beck, Mesa Fire Department, Chair | * Robert Demlong, Phoenix Police Department |
| # Jim Higgins for Mark Burdick, Glendale Fire Department | * Helen Gandara-Zavala, Scottsdale Police Department |
| Steve Werner, Maricopa Co. Sheriff's Office | # Brenda Buren, Tempe Police Department |
| Mike Fusco, Emergency Management, Peoria | # Lawrence Rodriguez, Tolleson Police Department |
| * Cassie Peters, Phoenix Fire Department | |

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

MAG PSAP Managers: On October 19, 2006, the MAG PSAP Managers recommended approval of the amendment.

MEMBERS ATTENDING

- | | |
|---|---|
| * Chris Nadeau, Goodyear, Chairperson | Darren Shortey for Curtis Thomas, Salt River |
| Lisa Eminhizer for Kathy Jeter, Apache Junction | Pima-Maricopa Indian Community |
| * Carrie Lombana, Avondale | Tom Melton, Scottsdale |
| Velma Washington, Buckeye | Donula McHenry for Carol Campbell, Surprise |
| Vicki Szczepkowski, Chandler | Karen Allen, Tempe |
| Michelle Busch, El Mirage | * Toni Rogers, Tolleson |
| * Mary Schlosser, Ft. McDowell Yavapai Nation | Ed Syzponik, Wickenburg |
| * Janet Laird, Gilbert | *+ Brian Tobin, ASU |
| Loretta Hadlock for Denny Bennett, Glendale | + Maria Hall for Barbara Jaeger, ADOA |
| Erika Wilson, Mesa | *+ Nicole Ankenman, Capitol Police |
| Mary Millard, Maricopa County | + Debbie Henry, DPS |
| Larry Scott, Paradise Valley | *+ David Demers Luke AFB |
| Vicky Scott, Peoria | + Felicia Austin for Doug Mummert, |
| Michelle Kessler for Tami deRuiter, Phoenix | Phoenix |
| | + Ellen Anderson, Rural Metro/
Southwest Ambulance |

* Those members neither present nor represented by proxy.

+ Ex-Officio member

CONTACT PERSON:

Liz Graeber, 9-1-1 Administrator, 602-534-9775 or Mary D. Franklin 602-262-6260, 9-1-1 Coordinator.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

Annual Homeless Street Count

SUMMARY:

On December 8, 1999, the Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for Maricopa County. The Continuum of Care grant supports permanent and transitional housing and supportive services. Last year, the region received \$20 million, with a total of \$106 million awarded since 2000. The MAG Continuum of Care Regional Committee on Homelessness, formed in January 2000 by the MAG Regional Council, provides oversight of the homeless planning and application processes.

In order to apply for Stuart B. McKinney funding, HUD requires that each Continuum of Care conduct a homeless street count to take place during the last week of January. The data collected in the count are incorporated into the HUD grant application to provide hard data on the number of homeless people in our region. The MAG Continuum of Care Regional Committee on Homelessness is regionally responsible for the planning and coordination of the countywide street count.

The 2007 homeless street count will take place on Tuesday, January 30, 2007. Street count coordinators and volunteers will spread out across the county to count and gather basic demographic information about homeless people seen on the streets that day. The count will focus on public places and service locations over a 24-hour period of time. Street count coordinators have been identified in each of the cities and towns within Maricopa County and training sessions have been scheduled to take place in mid-November. This item is presented to inform the Regional Council of the planning process and to ensure active participation in each city and town.

PUBLIC INPUT:

Opportunities for public input were provided at the October 16, 2006 Continuum of Care Planning Subcommittee meeting and at the November 8, 2006 MAG Management Committee meeting. No public comments were received.

PROS & CONS:

PROS: A coordinated homeless street count is required by the U.S. Department of Housing and Urban Development in order to receive federal Stuart B. McKinney Act funds. Information about unsheltered homeless people is useful for service planning, demonstrating a need for resources, raising public awareness, accurately measuring and identifying the needs of homeless people, and measuring performance in ending homelessness. This activity emphasizes the need for collaboration among public and private agencies.

CONS: Coordination of the homeless street count requires staff time within each community. Staff time and other resources may be limited.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The data gathered from the street count is used in an effort to help the Continuum of Care prepare the annual HUD funding application and meet Congressional directives on improving the quality of information on homelessness. In the upcoming 2007 Continuum of Care application, HUD will continue to require Continuum of Care to report population and sub-population information on the homeless people

residing in our community. Our methods must conform to HUD's minimum standards for counting unsheltered homeless people.

POLICY: Data collected can help justify the need for additional resources, plan for future services, understand trends and changes among homeless people, and comply with reporting requirements from HUD. Collecting good data on the number, characteristics, and service needs of unsheltered homeless people is a critical component of local homeless planning and program development.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee was presented with information about the street count at the November 8, 2006 meeting.

MEMBERS ATTENDING

- | | |
|--|---|
| Ed Beasley, Glendale, Chair | Stephen Cleveland, Goodyear |
| Bridget Schwartz-Manock for Jan Dolan, Scottsdale, Vice Chair | * Mark Johnson, Guadalupe |
| * George Hoffman, Apache Junction | Darryl Crossman, Litchfield Park |
| Shirley Gunther for Charlie McClendon, Avondale | Christopher Brady, Mesa |
| Ruth Garcia for Jeanine Guy, Buckeye | Tom Martinsen, Paradise Valley |
| * Jon Pearson, Carefree | Carl Swenson for Terry Ellis, Peoria |
| Wayne Anderson for Usama Abujbarah, Cave Creek | Frank Fairbanks, Phoenix |
| Mark Pentz, Chandler | John Kross, Queen Creek |
| Mark Fooks for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation | Jim Rumpeltes, Surprise |
| Tim Pickering, Fountain Hills | Will Manley, Tempe |
| * Lynn Farmer, Gila Bend | * Reyes Medrano, Tolleson |
| * Joseph Manuel, Gila River Indian Community | Shane Dille, Wickenburg |
| George Pettit, Gilbert | Lloyce Robinson, Youngtown |
| | Bill Hayden for Victor Mendez, ADOT |
| | Richard Wallace for David Smith, Maricopa Co |
| | David Boggs, Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

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

The Continuum of Care Planning Subcommittee reviewed the process at the October 16, 2006 meeting.

MEMBERS ATTENDING

- | | |
|--|--|
| Karen Zienta for Maryann Beerling Thomas, New Arizona Family | Darlene Newsom, United Methodist Outreach Ministries |
| * Trinity Donovan, Valley of the Sun United Way | * Shane Rabindranath, Streets of Joy |
| Robert Duvall, Community Information and Referral | Margaret Reiber, YWCA of Maricopa County |
| Richard Geasland, Tumbleweed | * Michelle Ryan, Arizona Dept of Health Services |
| Katie Hobbs, Sojourner Center | Annettee Stein, Maricopa County Human Services (Chair) |
| * John Landrum, The Salvation Army | * John Wall, Central Arizona Shelter Services |
| Nick Margiotta, The City of Phoenix | Diana Yazzie Devine, Native American Connections |
| * Mattie McVey, Arizona Department of Education | |
| * Elizabeth Morales, Arizona Behavioral Health Corporation | |

*Those members neither present nor represented by proxy.

CONTACT PERSON:

Brande Mead, Human Services Planner, 602-254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

Maricopa County Resident Population and Employment Projections

SUMMARY:

According to Executive Order 95-2, the Arizona Department of Economic Security (DES) is responsible for preparing an official set of population projections for Arizona and each of its counties. The projections are required to use the latest Census as the base. Because the results of the 2005 Census Survey were not available at the time that projections were adopted by DES in March 2006, Census 2000 was used as the base. Subsequent to the release of the 2005 Census Survey in June 2006, DES prepared a new set of Maricopa County projections consistent with the 2005 Census Survey. MAG has also developed a set of employment projections for Maricopa County that are consistent with these DES population projections. The projections are for 2010, 2015, 2020, 2025, 2030 and 2035. The time frame for the projections has been established to meet the requirements of the Transportation and Air Quality divisions of MAG. They will be used as the control totals from which MAG will develop a set of subregional projections. The draft projections for Maricopa County are attached.

In preparation for the development of subregional projections, MAG has been working with member agencies to define a buildout housing and employment for each jurisdiction. These buildout figures will be circulated to city managers for review and evaluation of adequate water resources to support the level of development. The subregional projections will then be brought to the Management Committee and Regional Council in 2007.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Maricopa County employment and population projections will serve as control totals from which MAG will update its socioeconomic projections.

CONS: None

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The projections will be used to generate the subregional projections which will be input into traffic and air quality models.

POLICY: The final outputs of the population, transportation and air quality models will be used to identify infrastructure requirements.

ACTION NEEDED:

Approval of the Maricopa County resident population and employment projections for 2010, 2015, 2020, 2025, 2030, and 2035.

PRIOR COMMITTEE ACTIONS:

Management Committee: On November 8, 2006, the Management Committee recommended approval of the population and employment projections for Maricopa County for 2010, 2015, 2020, 2025, 2030, and 2035.

**DRAFT Maricopa County Population and Employment
For July 1 of Each Projection Year**

Year	Total Resident Population	Total Employment
2010	4,216,500	2,157,400
2015	4,733,400	2,477,600
2020	5,230,300	2,788,100
2025	5,698,200	3,107,100
2030	6,135,000	3,378,800
2035	6,545,000	3,599,600

Notes:

Population Projections are from the Arizona Department of Economic Security Draft Revised Projections, created to be consistent with Census Survey 2005.

Employment projections are based on the methodology described in Draft Employment Projections, Control Totals for Maricopa County, approved by the MAG Population Technical Advisory Committee, October 24, 2006.

Population and employment numbers have been rounded to the nearest hundred.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

December 5, 2006

SUBJECT:

July 1, 2006 Maricopa County and Municipality Resident Population Updates

SUMMARY:

The Arizona Department of Economic Security has developed tentative population estimates for the State and for each county in Arizona. These tentative population estimates were provided to MAG for the purpose of preparing municipality updates. MAG staff did prepare population updates, in accordance with the DES population estimate for Maricopa County, using DES adopted methods. These municipality updates were provided to the MAG Population Technical Advisory Committee (POPTAC) for review and possible action. The MAG POPTAC took no further action on these updates at that time.

MAG staff, upon advice of POPTAC, and in conjunction with the other Arizona Councils of Governments and the League of Arizona Cities and Towns, have voiced concerns about the data and methods used by DES in preparing the state, county and municipality estimates. At the December 1, 2006 meeting of the Arizona POPTAC, the committee adopted a motion to have DES produce improved and more accurate population control totals and provide those to all Arizona POPTAC members for review prior to March 7, 2007. Updates based upon these control totals will be brought to MAG POPTAC, Management Committee, and Regional Council for action in the spring 2007.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Maricopa County and municipality resident population estimates will be improved through better data and methods, thus providing more accurate current estimates.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Local and state budget staff will need to use placeholder population estimates in their calculations.

POLICY: None.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Population Technical Advisory Committee: On November 21, 2006, the Population Technical Advisory Committee reviewed the July 1, 2006 Maricopa County and Municipality Resident Population Updates and took no further action at that time.

MEMBERS ATTENDING

George Pettit, Gilbert, Chairman
* Bryant Powell, Apache Junction
** Megan Neal for Scott Wilken, Avondale
* Brian Rose, Buckeye
* Gary Neiss, Carefree
** Luke Kautzman for Usama Abujbarah,
Cave Creek
** David de la Torre, Chandler
** Mark Smith, El Mirage
* Terry Yergan, Gila River Indian Community
** Thomas Ritz, Glendale
** Rick Williams for Katie Wilken, Goodyear
** Rosemary Arellano, Guadalupe
** Sonny Culbreth for Michael Cartsonis,
Litchfield Park
** Ken Valverde, Fountain Hills

** Shawn Murray for Wahid Alam, Mesa
John Verdugo for Matt Holm,
Maricopa County
** Duncan Miller for Molly Hood,
Paradise Valley
Karen Flores for Chad Daines, Peoria
Max Enterline for Tim Tilton, Phoenix
** Shawny Ekadis, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
** Harry Higgins, Scottsdale
** Janice See, Surprise
* Sherri Lesser, Tempe
* Miles Johnson, Wickenburg
* Ann McCracken, Valley Metro
** Lloyce Robinson, Youngtown

* Not in attendance ** Participated via audioconference

MAG Population Technical Advisory Committee Ad Hoc Subcommittee: On November 21, 2006, the MAG Population Technical Advisory Committee Ad Hoc Subcommittee reviewed the July 1, 2006 Maricopa County and Municipality Resident Population Updates and took no further action at that time.

MEMBERS ATTENDING

Harry Higgins, Scottsdale, Acting Chairman
Max Enterline for Tim Tilton, Phoenix
David DeLaTorre, Chandler
Karen Flores for Chad Daines, Peoria
John Verdugo for Matt Holm, Maricopa County

* Sherri Lesser, Tempe
* Thomas Ritz, Glendale
* Wahid Alam, Mesa

*Those members neither present nor represented by proxy.

CONTACT PERSON:

Harry P. Wolfe, Senior Project Manager, 602-452-5014

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

December 5, 2006

SUBJECT:

Statewide Transportation Acceleration Needs (STAN) Account Recommendations

SUMMARY:

House Bill 2865 created the Statewide Transportation Acceleration Needs (STAN) account that provides \$307 million to be used for the acceleration of the construction or reconstruction of freeways, state highways, bridges, and interchanges that are included in the Regional Transportation Plan. The Maricopa County region will receive 60 percent (\$184.2 million) of the fund (plus interest, which may increase the total by \$9.2 million for a total of \$193.4 million). The legislation requires that the funds for this region be allocated to projects in the MAG Regional Transportation Plan. On November 15, 2006, the MAG Transportation Policy Committee recommended to the MAG Regional Council a set of projects to utilize the STAN funding. The recommendations are presented in the attached table. The recommended set of projects was selected from the list of projects that were deemed to be project ready.

The set of projects approved by the MAG Regional Council will be forwarded to the State Transportation Board for consideration at their next regular meeting. The Board will review the request and, in cooperation with MAG, approve the request or further modify the request before approval. In accordance with federal law, if the State Transportation Board desires to modify the projects approved by MAG, such modification is required to be done in cooperation with MAG, as the metropolitan planning organization, to ensure consistency with the MAG Transportation Improvement Program and the MAG Regional Transportation Plan.

The Arizona Department of Transportation has the responsibility to administer the STAN account. To ensure that the recommended projects are consistent with the STAN provisions of state law has prepared a "Request for Project Funding" form. For each project, ADOT has requested that MAG certify that each project is in the MAG Regional Transportation Plan, that all of the project costs are eligible for STAN funding, and that STAN funds are not supplanting any other funding. ADOT also asked if MAG will be submitting the required report to the legislature, which is due December 15th, that describes the agency's activities related to the STAN account. MAG plans to submit the required report on December 14, 2006. The report will describe the process, information, and, if the Regional Council takes action, the approved set of projects for STAN funding.

PUBLIC INPUT:

At the November 15, 2006 one member of the public expressed concern that the STAN legislation excludes the I-10 widening project that was being sponsored by west valley communities and that this does not recognize the good behavior of cities who are stepping up to deal with the congestion issue on I-10. encouraged MAG to let the Legislature know how much effort was thrown away and angst has been caused by taking this political shift. Another member of the public who expressed concerns about the safety and congestion issue that will be created if I-17 is not widened north of the Carefree Highway. He stated that this is not just an Anthem issue but I-17 is our gateway to northern Arizona.

PROS & CONS:

PROS: The completion of needed highway improvement projects earlier than planned will have a positive effect on congestion levels and will improve the level of service in those targeted corridors.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None

POLICY: The approval of a set of projects for STAN funding fulfills MAG's statutory responsibility under the STAN legislation to identify projects that can be accelerated through the additional funding.

ACTION NEEDED:

Approval of the recommendations of the Transportation Policy Committee on the set of projects to be funded from the STAN account to be forwarded to the State Transportation Board and to incorporate the required changes in the Draft 2007 Update of the Regional Transportation Plan and the Draft FY 2008-2012 Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:

The STAN account was discussed at the June, September and October 2006 meetings of the MAG Management Committee and Regional Council. The Transportation Policy Committee was briefed on the STAN account provisions at their June and September 2006 meetings reviewed the STAN account legislation and provided guidance to staff at the September 2006 meeting. A set of projects was recommended by the Transportation Policy Committee at the November 15, 2006 meeting.

MEMBERS ATTENDING

- | | |
|---|---|
| * Councilmember Peggy Bilsten, Phoenix, Chair | Mayor James Cavanaugh, Goodyear |
| Mayor Keno Hawker, Mesa, Vice Chair | Councilmember Pat Dennis, Peoria |
| Kent Andrews, Salt River Pima-Maricopa | * Mayor Boyd Dunn, Chandler |
| Indian Community | Councilmember Cliff Elkins, Surprise |
| # F. Rockne Arnett, Citizens Transportation | # Mayor Hugh Hallman, Tempe |
| Oversight Committee | Eneas Kane, DMB Associates |
| + Councilmember Gail Barney, Queen Creek | Joe Lane, State Transportation Board |
| Stephen Beard, SR Beard & Associates | Mayor Marie Lopez-Rogers, Avondale |
| * Mayor Steven Berman, Gilbert | Mayor Mary Manross, Scottsdale |
| * Dave Berry, Swift Transportation | David Scholl, Westcor |
| Jed S. Billings, FNF Construction | * Mayor Elaine Scruggs, Glendale |
| * Mayor Bobby Bryant, Buckeye | * Supervisor Don Stapley, Maricopa County |

* Not present

Participated by telephone conference call

+ Participated by videoconference call

CONTACT PERSON:

Eric Anderson, MAG Transportation Director, (602) 254-6300

**Projects Recommended for STAN Funding
by the Transportation Policy Committee on November 15, 2006
Action by MAG Regional Council Necessary Before Final (Meeting on December 13, 2006)**

Route	Segment	Type	Length	Estimated Design Cost (millions)	Estimated Right of Way Cost (millions)	Estimated Construction Cost (millions)	Estimated Total Cost (millions)	STAN Funding Recommended (millions)	Year of Construction in Current ADOT Program	Scoping / DCR	Environmental	Design Status
Loop 101 - Price												
L101 (PR)	Baseline Road to L202 (Santan)	Add HOV lane	5.4	3.0	None	35.5	38.5	38.5	2010	Complete	EA Completed	Design not started
Loop 303 - Estrella Freeway												
L303	Bell/L303 TI	Construct partial interchange	N/A	1.0	-	12.0	12.0	12	2011-2015	Completion Dec 06	Due Spring 07	30% due Dec 06
L303	Cactus & Waddell Roads	Construct bridge structures	N/A	1.0	-	9.0	10.0	10	2011-2015	Completion Dec 06	Due Spring 07	30% due Mar 07
Loop 101 - Pima												
L101 (PI)	Tatum to Princess Dr	Add HOV lane	5.2	2.6	None	30.0	32.6	32.5	2011	Complete	Due Jan 07	Design not started
Williams Gateway Freeway												
Williams Gateway	L202 (Santan) to Meridian Road	ROW Protection	5		100 (total) 20 - 25 (interim)		100 (total) 20 - 25 (interim)	20.4	2016,2020	Start Nov 06	Start Nov 06	Design not started
I-10 Reliever												
I-10	Verrado Way to Sarival	Add GP lane	5.75	3.7	None	43.2	46.9	46.9	2023	Complete	EA Completed	30% plan completed
Interstate 17												
I-17	Anthem to Carefree Highway	Add GP lane	5.1	2.6	None	30.5	33.1	33.1	2024	Complete	EA Completed	Design not started
								TOTAL:				193.4

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

December 5, 2006

SUBJECT:

Approval of the Draft MAG Public Participation Plan

SUMMARY:

In response to requirements included in the new federal transportation legislation known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), enacted August 10, 2005, MAG has developed a Draft Public Participation Plan. The Plan follows guidelines outlined in section *450.316 Interested parties, participation, and consultation*. As required under SAFETEA-LU, the purpose of this Public Participation Plan is to “define a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than Title 49, United States Code (U.S.C), Chapter 53, and other interested parties with reasonable opportunities to be involved in the transportation metropolitan planning process.”

PUBLIC INPUT:

As required by federal regulations, the Draft MAG Public Participation Plan was available for public comment for 45 days and advertised through a public notice in the Arizona Republic. The Plan was also available on the MAG Web site for 45 days and distributed at the Early Phase Stakeholders Meeting, which was attended by nearly 50 representatives of local public and private sector organizations as well as citizens. MAG staff also made the Plan available at special events such as the Arizona State Fair for public review.

At the November 8, 2006 Management Committee meeting, a Valley resident commented that she did not have enough time to read through the document and provide comments prior to its approval.

PROS & CONS:

PROS: The Draft MAG Public Participation Plan defines a process for providing Valley residents and affected agencies opportunities for input into the transportation planning and programming decision-making process prior to approval by MAG policy committees, in accordance with federal law. The Plan 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 Draft Public Participation Plan.

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 Draft Public Participation Plan seeks to continue the legacy of public involvement under TEA-21, while also adhering to the guidelines of SAFETEA-LU.

ACTION NEEDED:

Approval of the Draft MAG Public Participation Plan.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee recommended approval of the Public Participation Plan at the November 8, 2006 meeting.

MEMBERS ATTENDING

- | | |
|---|--|
| Ed Beasley, Glendale, Chair | Stephen Cleveland, Goodyear |
| Bridget Schwartz-Manock for Jan Dolan,
Scottsdale, Vice Chair | * Mark Johnson, Guadalupe |
| * George Hoffman, Apache Junction | Darryl Crossman, Litchfield Park |
| Shirley Gunther for Charlie McClendon,
Avondale | Christopher Brady, Mesa |
| Ruth Garcia for Jeanine Guy, Buckeye | Tom Martinsen, Paradise Valley |
| * Jon Pearson, Carefree | Carl Swenson for Terry Ellis, Peoria |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | Frank Fairbanks, Phoenix |
| Mark Pentz, Chandler | John Kross, Queen Creek |
| Mark Fooks for B.J. Cornwall, El Mirage | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Alfonso Rodriguez for Orlando Moreno,
Fort McDowell Yavapai Nation | Jim Rumpeltes, Surprise |
| Tim Pickering, Fountain Hills | Will Manley, Tempe |
| * Lynn Farmer, Gila Bend | * Reyes Medrano, Tolleson |
| * Joseph Manuel, Gila River Indian
Community | Shane Dille, Wickenburg |
| George Pettit, Gilbert | Lloyce Robinson, Youngtown |
| | Bill Hayden for Victor Mendez, ADOT |
| | Richard Wallace for David Smith,
Maricopa County |
| | David Boggs, Valley Metro/RPTA |

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

CONTACT PERSON:

Jason Stephens, MAG Public Involvement Planner, (602) 254-6300.

DRAFT

MAG PUBLIC PARTICIPATION PLAN

INTRODUCTION

The Maricopa Association of Governments (MAG) believes that public participation is a critical and necessary part of the transportation planning process. The involvement of the public helps MAG make better transportation decisions that meet the needs of all people, and to plan transportation facilities that fit more harmoniously into communities. In 1994, MAG adopted a public involvement plan designed to provide complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and Environmental Justice communities.

This Public Participation Plan updates MAG's public involvement process in response to requirements included in the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) legislation, enacted August 10, 2005. The Public Participation Plan requirements are outlined in section 450.316 *Interested parties, participation, and consultation*. As required under SAFETEA-LU, the purpose of this Public Participation Plan is to define a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, agencies or entities responsible for safety/security operations, providers of nonemergency transportation services receiving financial assistance from a source other than Title 49, United States Code (U.S.C), Chapter 53, and other interested parties with reasonable opportunities to be involved in the transportation metropolitan planning process.

BACKGROUND

Federal law requires that each state designate a Metropolitan Planning Organization (MPO) for urbanized areas with 50,000 or more population. MAG was designated as the MPO for the Maricopa region in 1973, and undergoes federal certification as outlined in transportation regulations.

MAG is responsible for preparing both short-range and long-range transportation plans, and for seeking citizen input into these plans. For its short-range plan, MAG develops a five-year Transportation Improvement Program (TIP) that includes all transportation projects for the region. All transportation projects must be included, regardless of how they are funded. For its long-range plan, MAG is responsible for preparing a 20-year Regional Transportation Plan. Both plans are typically updated every year, and both must undergo an air quality conformity analysis to ensure that transportation activities do not contribute to violations of the federal air quality standards.

In 1994, the MAG Regional Council, which serves as the organization's governing body, adopted an aggressive public involvement program designed to provide Valley residents with as many opportunities for comment on MAG transportation plans as possible. This program was enhanced

in 1998 and has been improved each year through a variety of methods, including consulting with Valley residents on the effectiveness of the process.

MAG's public involvement process currently adheres to all federal requirements related to public involvement. Through the years, MAG has coordinated public involvement processes and activities with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA/Valley Metro), Valley Metro Rail (METRO) and most recently with the City of Phoenix Public Transit Department. This coordination has helped create an efficient and effective public participation process.

With the passage of SAFETEA-LU, MAG's goal is to continue to improve its public involvement program by incorporating new federal requirements, further ensuring an open and inclusive process for all interested parties.

MAJOR MILESTONES

Following are a few of the major milestones in the MAG public involvement process.

- The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that metropolitan planning organizations adopt a formal public involvement process that is proactive, encourages broad public participation, and considers and responds to public input.
- In June 1992, the Regional Council approves a 15 minute *Call to the Audience* for its meetings, with audience members requested to keep their comments under three minutes each.
- The MAG Process for Public Involvement in Transportation Planning is adopted by the Regional Council in September 1994, following a 45-day comment period. The adopted process provides the guiding principles for public involvement to meet the requirements established in ISTEA and subsequently reaffirmed in the Transportation Equity Act for the 21st Century (TEA-21). The process includes four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The phases allow for early and continuing input and encourage public comment during each step of the planning process. The process calls for Input Opportunity Reports to be completed during each phase detailing the comments received. The reports include staff responses to comments on the Draft Transportation Improvement Program (TIP) and Long-Range Transportation Plan. The 15 minute *Call to the Audience* is retained for public comment at the beginning of MAG policy committee meetings.
- In February 1996, the Regional Council approves recommendations which re-engineer the MAG policy process. Public comment opportunities are increased for the Regional Council meetings. In addition to the *Call to the Audience* at the beginning of the meeting, members of the audience are provided the opportunity to comment on the *Approval of the Consent Agenda*

and to speak on each *Action Item*, with audience members requested to keep their comments under three minutes for each public comment opportunity.

- In July 1998, the Regional Council recommends 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. This proactive community outreach process leads to an enhanced public involvement process beginning with the fiscal year 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in the 1998 TEA-21 legislation and includes input from Title VI stakeholders (minority populations and low-income populations). The input received during the enhanced input opportunity is incorporated in the development of early guidelines to guide project selection for the Transportation Improvement Program (TIP) and Long-Range Transportation Plan.
- In 2001, MAG hires four Community Outreach Associates to provide targeted outreach to the Hispanic, Native American, African American, and Disability communities as part of its dedicated Title VI outreach. In 2002, these part-time positions evolve into a full-time Community Outreach Specialist position within MAG to allocate more MAG resources to this effort and to allow for the translation of all major MAG materials into Spanish. The Disability Community Associate continues as a part-time position.
- Beginning in 2001 through 2004, MAG embarks on an intensive and unprecedented public involvement effort surrounding the Long-Range Transportation Plan, which is renamed the Regional Transportation Plan (RTP or Plan). Extensive research is conducted, and more than 350 public input opportunities are provided. Expert panel forums are held early in the process featuring topics in demographics and social change, environmental and resource issues, land use and urban development, and transportation and technology. Sixteen subregional focus groups are also held to receive input from transportation stakeholders across the Valley, including focus groups specific to African American and Hispanic communities. A project Web site, LetsKeepMoving.com, is created to provide information and receive feedback on the Plan. The site, which remains active and is continually updated, includes online surveys, maps, meeting notices, copies of studies and presentations, plan drafts and maps, funding information, feedback links, and calendar listings of public input opportunities.
- In 2005, Congress passes SAFETEA-LU, which requires a documented public participation plan that defines the process for citizen input.

MAG PUBLIC PARTICIPATION PROCESS

The federal regulations for metropolitan planning under SAFETEA-LU are easily incorporated within MAG’s adopted public involvement structure, and specific strategies for addressing the new regulations are included in the final section of this report. As noted above, MAG’s adopted public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. MAG staff receives comments in a variety of ways, including but not limited to, small group presentations, special events such as large community festivals, public meetings/hearings, telephone and electronic correspondence, and correspondence through the MAG Web site.

The following table details the phases of the public involvement process and the opportunities for input which exist in each phase:

<u>Phase</u>	<u>Public Input Opportunities</u>
Early Phase	A public process for early input into the transportation programming process is held. At this stage, which generally occurs from late summer through early fall, public input is reviewed and considered by MAG policy committees with specific reference to upcoming issues and work topics. Events during this phase include an Early Phase Stakeholders meeting and comment at MAG meetings. Additional efforts may include open houses, booths at special events, and small group presentations. Comments received are summarized and provided to MAG policy committees for review and consideration in the form of an Early Phase Input Opportunity Report. All meetings are widely advertised with appropriate advanced notice. Because projects are not yet programmed, in many ways, the Early Phase represents the best opportunity for members of the public to suggest projects for inclusion in the TIP or Plan.
Mid-Phase	A variety of public outreach methods are used during this phase, which generally occurs from late winter to early spring, to gather input on the initial plan analysis for the Draft TIP and Draft RTP update. The phase culminates with a joint transportation public hearing co-hosted by MAG, the Arizona Department of Transportation (ADOT) and the Regional Public Transportation Authority (RPTA). Comments are summarized, receive a written response and are provided to MAG policy committees for review and consideration – in the form of the Mid-Phase Input Opportunity Report – prior to taking action. All meetings are widely advertised, including major daily and minority newspapers, with appropriate advanced notice.

Final Phase	Several forums are used to obtain input during this phase, which generally occurs from early summer to late summer. The phase culminates with a transportation public hearing on the final Draft RTP update and TIP update. The hearing is advertised with a formal public notice and draft reports are also available for 30 days for public review. All comments receive a written response and are provided to MAG policy committees for review and consideration – in the form of a Final Phase Input Opportunity Report – prior to the committee taking action. All meetings are widely advertised, including major daily and minority newspapers, with appropriate advanced notice.
Continuous Involvement	MAG continuously seeks public input and comment beyond the three structured phases above. Outreach is conducted throughout the annual update process and includes activities such as providing presentations to community and civic groups, participating in special events, hosting booths at shopping malls, distributing press releases and newsletters, and coordinating with partnering agencies. MAG provides speakers upon request to make presentations to community and civic groups, within the limits of available resources.

FEDERAL LAW

The role of public involvement in transportation planning and programming was increased with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The Transportation Equity Act for the 21st Century (TEA-21), passed in 1998, continued to emphasize public involvement in the metropolitan transportation planning process. TEA-21 required that the metropolitan planning organization (MPO) 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 and representatives of users of public transit a reasonable opportunity to comment on proposed transportation plans and programs.

The intent of the public involvement provisions in SAFETEA-LU, passed in August 2005, is to continue the legacy of TEA-21 when it comes to increasing public awareness and participation in transportation planning and programming, while developing a documented public participation plan that defines the process for citizen input. On June 9, 2006, the U.S. Department of Transportation proposed rules that incorporate the provisions of SAFETEA-LU.

The proposed rules under Section 450.316 require that metropolitan planning organizations develop a public participation plan in consultation with all interested parties and “shall, at a minimum, describe explicit procedures, strategies and desired outcomes for” ten specific provisions. These ten provisions are outlined below, along with MAG’s strategies for meeting these requirements.

FEDERAL REQUIREMENTS AND MAG PUBLIC PARTICIPATION STRATEGIES

1. *Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP.*

MAG provides timely public notice of public participation activities. All public hearings are announced with a formal public notice, usually 30 days in advance of the hearing, as well as through a display advertisement in the largest circulation newspaper and in minority oriented newspapers two weeks prior to the public hearing. MAG maintains a public involvement mailing list that includes interested citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, advocates for low-income interests and minority interests, and representatives of community groups with an interest in transportation. This mailing list is used to announce meetings, distribute newsletters, and for other opportunities for public involvement. Interested individuals are added to the mailing list upon request.

In addition, all MAG public meetings and public input opportunities are posted on the MAG Web site at www.mag.maricopa.gov. A calendar listing major MAG meetings is included on the final page of every issue of *MAGAZine*, MAG's quarterly newsletter. MAG public meetings are also posted 24 hours in advance as required under the Open Meeting Law (*see Appendix A*).

MAG also works closely with the news media to help distribute information about MAG activities. Press releases are prepared and distributed to local media in conjunction with periodic news events and public involvement opportunities. Copies of MAG agendas and other materials are sent to major news publications and to any reporters who request to be included on MAG's mailing lists.

Public comment is allowed at all MAG public meetings (*see MAG Public Comment Process, Appendix B*). MAG's four-phase public input process specifically provides opportunities for interested parties to comment at key decision points (and throughout) the development of the TIP and Regional Transportation Plan. For example, the Early Phase Stakeholders Meeting provides an opportunity for the public to comment during the initial programming process. The Mid-Phase Public Hearing provides the opportunity for comment prior to Regional Council action to approve the Draft TIP and Plan to undergo an air quality conformity analysis, and the Final Phase public hearing provides an opportunity for comment prior to approval of the conformity analysis, final TIP, and final Plan.

MAG also provides ongoing opportunities for input during its Continuous Involvement activities, such as frequent participation in special events, including hosting booths at large community festivals, and through numerous small group presentations as requested (*see #5, below, for additional information*).

Where appropriate, information is provided in a bilingual format or other alternative formats such as large print and Braille.

2. *Providing timely notice and reasonable access to information about transportation issues and processes.*

As outlined above, timely notice of MAG activities is provided through a variety of methods, including formal postings, newspaper ads, direct mail, Web site postings, calendar listings, press releases, and other publications and materials. Similarly, MAG provides information about transportation issues and processes through a number of public involvement and communication strategies.

Prior to the final completion of plans or programs, draft documents are made available to the public for review and comment, so that public concerns can be considered and reflected in the final documents. When draft studies, plans, programs and reports are completed they are available for public review and public comments are presented to the Management Committee, Transportation Policy Committee and Regional Council for review prior to action. Documents are available for review in the MAG library at the MAG Offices, 302 N. 1st Avenue, Suite #300, Phoenix. The TIP, Plan, Conformity Analysis and Input Opportunity Reports are distributed to libraries throughout the region as well as to partnering agencies such as the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Environmental Protection Agency, Arizona Department of Transportation, Regional Public Transportation Authority, Maricopa County, Pinal County, and the Central Arizona Association of Governments.

MAG also provides information about transportation issues and processes through a variety of publications, including a quarterly newsletter called *MAGAZine*, a monthly Regional Council Activity Report, a monthly e-newsletter outlining the activities of the Transportation Policy Committee, and project-specific publications such as fliers, brochures, and notices. These publications report information of general interest on events and programs at MAG, as well as on specific items such as the TIP or Regional Transportation Plan.

As noted above, all major documents, including news releases, notices of meetings and events, news stories, agendas, minutes, plans and studies are posted online at www.mag.maricopa.gov. An interactive calendar listing MAG meetings and events is available on the home page. Historical reference files of all documents are maintained and these reports are also available for public review. <http://www.mag.maricopa.gov>

MAG also responds to public inquiries through e-mail, written correspondence, telephone calls, one-on-one meetings, and Web site feedback. Every attempt is made to respond in a timely manner. A public records request form is available for those requesting MAG documents or public records.

3. *Employing visualization techniques to describe metropolitan transportation plans and TIPs.*

With the help of its graphics, Web, and Information Services staff, MAG utilizes many innovative techniques to help residents better understand what transportation investments are included in its transportation plans and TIPs, and to help them visually conceive what the plans will look like when completed. Examples include project-specific maps and graphs, digital photography, high resolution graphic displays, Geographical Information Systems, map overlays, PowerPoint presentations, aerial photography, photo simulations, technical drawings, charts and graphs. Alternative scenarios, including visual depictions of scenarios, are presented to demonstrate differences among solutions or approaches.

4. *Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.*

MAG maintains a Web site that provides easy access to information about MAG meetings, agendas, news releases, and electronic publications through timely posting of these materials. The site includes a calendar of events, monthly meeting schedules, committee activities and actions, requests for proposal and employment notices, and electronic versions of nearly 3,000 MAG documents, including plans, reports, agendas, and minutes. The site includes a search function that allows users to link to specific documents or other information using key words. The site includes a Spanish language Web page and has feedback links as well as staff contact information. In addition to the MAG home Web site, MAG maintains www.LetsKeepMoving.com, which is a project-specific site designed to provide detailed information about the Regional Transportation Plan.

Along with the extensive availability of documents, technical information, meeting notices and other information on the Web site as described above, MAG often e-mails electronic documents to individuals or agencies upon request.

5. *Holding any public meetings at convenient and accessible locations and times.*

Understanding that different individuals have different perceptions of “convenient,” MAG strives to hold its public involvement activities at various times to accommodate as many citizens as possible, including during business hours, after work hours, evenings, and weekends. All public events are 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 and Braille, and FM/Infrared Listening Devices, are available on request.

MAG understands that often it is difficult for members of the public to attend formal public meetings. Therefore, MAG makes every attempt to be highly visible and accessible to the broader community by providing information and receiving feedback at well-attended special events. These opportunities include such events as freeway openings, community festivals, trade fairs, minority-oriented events, and booths at heavily populated venues such as shopping malls and the state fair. When possible, MAG coordinates outreach activities with the Arizona Department of Transportation, the Regional Public Transportation Authority (Valley Metro), and Valley Metro Rail,

Inc. (METRO), to allow members of the public access to a wide range of information across all transportation modes. In addition to special events, MAG often makes presentations to smaller groups, such as Kiwanis and Rotary clubs, college classes, chambers of commerce, professional associations, businesses, and nonprofit groups.

6. *Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP.*

MAG demonstrates explicit consideration and response to public input received in a variety of ways. Of primary significance is the publication of Input Opportunity Reports during each of the three key public involvement phases (Early Phase, Mid-Phase, and Final Phase). Each report includes a summary of the activities conducted during the phase and a detailed summary of comments received during the phase. The reports also include a list of input opportunities conducted, locations of activities, a description of the MAG public outreach process, copies of publicity materials such as display ads and public notices, and correspondence received since the end of the previous phase. The Mid-Phase and Final Phase public hearings are conducted with a court reporter in attendance. A verbatim transcript of each hearing is included in the Mid-Phase and Final Phase Input Opportunity reports, which also include staff responses to all comments received during the phase. Copies of the reports are distributed to MAG policy committees (including Management Committee, Transportation Policy Committee, and Regional Council) in advance of any plan approvals. In addition, an oral presentation is provided at these meetings summarizing the comments received prior to committee action.

Another way in which MAG demonstrates explicit consideration of public input can be seen in the addition of specific projects that are included in MAG plans as a result of public input.

7. *Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.*

MAG addresses and considers the needs of underserved populations throughout its planning and programming process, and provides outreach in a variety of ways, including the Title VI Community Outreach Program, GIS mapping, the Human Services division of MAG, and through programs run by the Regional Public Transportation Authority (RPTA) using MAG funds. Through the Community Outreach Program, MAG's Community Outreach Specialist coordinates with minority communities to solicit input and to serve as a liaison between MAG and the communities. In addition to minority communities, MAG targets and solicits input from persons with disabilities. Through RPTA's Complementary Paratransit Plan, the needs of the elderly and people with disabilities are served. In addition, a MAG committee reviews and prioritizes applications for federal assistance under the Elderly Persons with Disabilities Transportation Fund, which provides capital investments to programs serving the elderly and people with disabilities. MAG transportation plans and programs are also submitted to the Human Services Coordinating Committee for review. Additionally, MAG provides multimodal transportation information for review and comment to the Human Services planning process. The needs of elderly persons are further being addressed through

the MAG Elderly Mobility Initiative. The Initiative identifies and addresses the changing mobility options that are needed as people age.

8. *Providing an additional opportunity for public comment, if the final metropolitan plan or TIP differs significantly from the version that was initially made available for public comment.*

If the final metropolitan plan or TIP differs significantly from the version initially made available for comment, MAG provides additional opportunities for public comment. MAG prepares a revised draft plan and takes it back through the public involvement and committee approval process.

9. *Coordinating with statewide transportation planning public involvement and consultation processes (as outlined under subpart B of Section 450.316).*

As part of the public involvement process, MAG conducts agency consultation directly with local, state and federal resource agencies. MAG also consults, as appropriate, with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation. To coordinate the planning functions to the maximum extent practicable, such consultation includes the comparison of the MAG Regional Transportation Plan and TIP, as they are developed, with the plans, maps, inventories, and planning documents developed by other agencies. This consultation includes, as appropriate, consultations with state, local, Indian tribal, and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation and historic preservation. MAG also seeks input and comment from neighboring counties or contiguous planning areas as appropriate.

Additionally, MAG reaches out to federal, state, tribal, regional, local, and private agencies to consult on environmental and resource issues and concerns. Specific topics of interest include: land use management, wildlife, natural resources, environmental protection, conservation, historic preservation, and potential environmental mitigation activities. An important consideration in the consultation process is the recognition that previously adopted projects in the Plan undergo extensive environmental and resource assessment by the implementing agencies, such as the Arizona Department of Transportation, the Regional Public Transportation Authority, cities, towns and Maricopa County. With these processes already well established, including requirements for input on mitigation and resource issues, the primary goal of the consultation effort is to gain insight regarding concerns that may involve future transportation planning efforts.

To facilitate the agency consultation process and acquisition of resource information, MAG conducts an agency consultation workshop. The purpose of the workshop is to explain the goals of the consultation process, receive input from environmental and resource agencies in attendance, and establish continuing consultation in the regional transportation planning process. In addition, the workshop establishes a beginning point for more in-depth discussions with individual agencies, as may be appropriate. Input is sought on the availability of environmental, cultural and natural resource

mapping or other information sources, as well as comments on potential environmental mitigation measures, resource issues, and land use concerns. Agencies are also invited to provide written input.

10. *Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.*

MAG continually reviews its public participation efforts as part of its communication planning efforts and makes adjustments as warranted. More formal reviews are conducted during the federal certification process every four years, and as directed by transportation legislation such as ISTEA, TEA-21, and SAFETEA-LU. Additionally, MAG ensures that a minimum public comment period of 45 calendar days is provided before any initial or revised participation plan is adopted, in accordance with federal requirements.

APPENDIX A

OPEN MEETINGS

MAG conducts meetings in accordance with the state Open Meeting Law. Meetings of technical committees, working groups, the Management Committee, Transportation Policy Committee, and Regional Council are open to the public. Notices for these meetings are posted at least 24 hours in advance.

The Open Meeting Law is contained in the Arizona Revised Statutes, A.R.S § 38-431.01. The Open Meeting Law also establishes requirements for the taking of minutes. Minutes of MAG meetings are available by request, and are available on the MAG Web site, www.mag.maricopa.gov.

While MAG makes every attempt to allow for public comment, on rare instances, public comment may be limited based on time availability, based on the discretion of the meeting chair.

In addition to the Open Meeting Law, MAG also adheres to the Arizona Public Records Law, A.R.S. § 39-121. Public records may be obtained through submission of a Public Records Request form, which can be obtained through the MAG office, requested electronically, or downloaded from the MAG Web site.

APPENDIX B

PUBLIC COMMENT AT MAG MEETINGS

MAG allows public comment at all of its public meetings. Below is an outline of the rules and procedures relating to the public comment process for MAG meetings.

1. Submittal of Request to Speak Cards: There are two colored cards provided for citizens wishing to speak at MAG committee meetings. Blue cards indicate a “Request to Speak on a Non-Agenda Item” and yellow cards indicate a “Request to Speak on a Specific Agenda Item Designated for Action.” The cards contain information about the rules for speaking, as well as spaces for citizens to provide information, including name, address, city, zip code, phone, agenda item number, and date. Yellow cards additionally include boxes at the top of the card that the speaker can check indicating the following: Support; Statement Only; Oppose; Neither.

Rules outlined on both the yellow and blue cards include:

- Please speak from the podium (accommodation will be made for persons with disabilities).
- Please present your comments in **three minutes or less**.
- Your comments must pertain solely to the agenda item and shall not include any personal attacks on other citizens or persons present at the meeting.
- Please conduct yourself in a professional and appropriate manner.

Citizens are asked to submit the cards to a designated MAG staff member, who will deliver them to the meeting chair.

The yellow cards contain these further statements: *The purpose of this opportunity for public comment is to allow citizens to provide additional information on items slated for action. The Committee may ask questions for clarification; however, this comment period is not designed for debate with the audience. The public is encouraged to provide comment to MAG during the committee process, prior to the Regional Council action. The Regional Council will receive information on comments provided to technical and policy committees. Written comments will always be accepted by the Chair.*

2. Time Allotted for Public Comment: Three opportunities are provided for public comment at MAG meetings, including Call to the Audience, Consent Agenda, and Action Items to be Heard.
 - **Call to the Audience.** Citizens have three minutes to speak on any item of their choosing. Topics may include non-agenda items, or items

that are on the agenda but which are not slated for action. This comment period takes place at the beginning of the meeting.

- **Consent Agenda.** Citizens have a total of three minutes to speak on any or all consent agenda items (cumulatively). Citizens may determine whether an item is a consent item by looking on the meeting agenda. Consent items will be marked in the first column by an asterisk (*). This comment period usually comes near the beginning of the meeting, after the Executive Director's Report and prior to approval of the consent agenda by the Council.
- **Action Items.** Citizens are given three minutes to speak on any action item (three minutes per item). Citizens may determine whether an item is an action item by looking on the meeting agenda, under the second column, "Committee Action Requested." Action items will state "for action" or "for possible action." This comment period usually is provided just prior to a vote on each action item by the Regional Council.

3. **Speaking Rules and Chairman's Discretion:** The Chairman or his/her designee has the power to strictly enforce the above rules and to revoke speaking rights if rules are violated. The Chair or his/her designee has the power to accept additional comments and extend the time of the speaker, or limit public comment based on time availability.

The cards include this statement: *Note: The Chairman or his/her designee shall have the power to strictly enforce these rules and to revoke your speaking rights if you violate any of these rules. The Chairman may also revoke your rights to speak at the rest of today's meeting and/ or at future meetings if you twice refuse to be silent after being directed to do so. (If you lose your right to speak, you may still present written comments.)*

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December 5, 2006

TO: Members of the MAG Regional Council

FROM: Dennis Smith, Executive Director

SUBJECT: REGIONAL PLANNING DIALOGUE UPDATE

On December 4, 2006, the COG/MPO Chairs and Directors participated in a conference call to discuss potential collaboration on a draft approach to address statewide transportation needs (see attached draft approach). The COG/MPO conference call followed a series of meetings with the COG/MPO Chairs and Directors. The COG/MPO Chairs and Directors suggested moving forward on the following issues:

- Participate with the COGs/MPOs and ADOT in developing and funding a Statewide Intrastate Mobility Reconnaissance Study at a total cost of approximately \$300,000. The MAG funding portion would be 60 percent; PAG providing 16 percent; and ADOT 24 percent for the thirteen other counties. The scope of a proposed long-range plan will be developed by the Study consultant.
- Explore various revenue and financing tools to expedite infrastructure delivery. A videoconference presentation will be held on December 13, 2006 featuring the Oregon Department of Transportation (ODOT) who will provide information on innovative tools being implemented in their state.
- Gather public opinion on a statewide basis regarding transportation issues. The Associated General Contractors Arizona Chapter has agreed to conduct a poll regarding these issues.
- Work with COGs/MPOs and ADOT on providing written and oral testimony at the National Surface Transportation Policy & Revenue Study Commission (NSTPC) hearing. Participants are requested to provide current and future information for their state. Written testimony is due January 21, 2007.
- Continue ongoing discussions with the stakeholders group, comprising COG/MPO Chairs and Directors, and business representatives. Also, continue to work with COGs/MPOs and current business leaders to expand the business representation on this group.

MAG is requesting approval of an amendment to the FY 2007 MAG Unified Planning Work Program and Annual Budget to include a Statewide Intrastate Mobility Reconnaissance Study for a total cost of approximately \$300,000, with MAG funding \$180,000 of that cost from MAG federal funds, PAG providing \$48,000, and ADOT providing \$72,000. If you have any questions regarding this agenda item, please contact the MAG office at 602-254-6300.

DRAFT

November 8, 2006

TO: Arizona COG/MPO Directors

FROM: Dennis Smith, Chair, Arizona COG Directors Association

SUBJECT: DRAFT APPROACH FOR STATEWIDE TRANSPORTATION NEEDS

At the October 31, 2006 meeting of COG & MPO Chairs & Directors, staff was directed to develop an approach to address statewide transportation needs. A draft approach was developed and sent to the COG/MPO Directors, ADOT and our private sector partners for review and input. On November 6, 2006, the COG/MPO Directors through a telephone conference call, discussed the proposed approach. Following this discussion, it was recommended that short- and long-range approaches be developed.

Short-Range Approach. It was recommended by the COG/MPO Directors that a short-range approach be developed with elements implemented by the COGs/MPOs, private sector partners, and possible implementation of by the Arizona Legislature and Congress. These elements are noted below:

- Statewide Intrastate Mobility Reconnaissance Study: The COG/MPO Directors recommended that projects of immediate statewide significance be identified in a Statewide Intrastate Mobility Reconnaissance Study. This study would identify projects of immediate need (safety, choke points, etc.) such as I-10 and I-17. Other immediate needs on other statewide routes would also be identified. This study would be conducted through a consultant effort guided through the COG/MPO Directors. Funding would be requested from the COGs/MPOs and ADOT. The results from this study would be provided to the COGs/MPOs, private sector partners, ADOT, the Governors Office and the Legislature.
- Revenue/Financing Tools and Expedited Infrastructure Delivery: The COG/MPO Directors recommended exploration and possible legislative action on improving the Arizona tolling legislation and creating transportation districts. To examine these concepts, it was recommended that a video conference be arranged with the Oregon Department of Transportation to explore the Oregon legislation that is implementing privatization concepts and other states where appropriate. Depending on the outcome(s) of this discussion, legislation may be recommended.
- Public Opinion Research: To meet the anticipated transportation funding needs for the state, it was recommended that the private sector partners, in collaboration with the COG/MPO Directors, conduct statewide polling to determine public attitudes regarding transportation issues, including public support for funding options. It was recommended that the private sector be requested to fund and manage the consultant for this effort.

- 2009 Surface Transportation Reauthorization: The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), is scheduled to expire in FY 2009. When the act is reauthorized, there may be opportunities for Arizona individually and collectively to request transportation projects. The United States Department of Transportation is currently soliciting input on identifying highways of the future. The COG/MPO Directors are recommending that a unified effort be pursued by the COGs/MPOs, ADOT and our private sector partners to identify certain Interstate routes to receive funding in the reauthorization. It would be important that any potential funding not be from funds already assigned to Arizona.

Long-Range Approach: The COG/MPO Directors discussed an approach to develop a 2050 Arizona Transportation Future. This approach would include several sub-state framework studies that would be more completely defined by the consultant hired to develop the Stateside Intrastate Mobility Reconnaissance Study. This would ensure that the short-range and long-range efforts would be integrated. The draft of the long-range effort is attached.

Next Steps: It is recommended that the short- and long-range approaches be further defined by the elected leadership of the COGs and MPOs in consultation with ADOT and our private sector partners. Once these discussions have been held, a telephone conference call would be held by the COG/MPO Chairs & Directors. If consensus is reached on the short- and long-range approaches, this information would be presented to the policy bodies of the COG and MPO organizations.

If you have any questions, please contact me at the MAG office.

UNCONSTRAINED NEEDS

Eleven Transportation Framework Studies

Environmental · Surface Routes · Transit Corridors · Freight Routes

Statewide Transportation Framework

Environmental · Surface Transportation Routes · Key Transit Corridors · Freight Routes

**Recommend Policies
for 2050 Transportation**
*Level of Service Standards
Funding and Financing Strategy
Funding Capacity
Contingency Planning Measures*

2050 ARIZONA TRANSPORTATION FUTURE
Constrained Transportation Plan



BUILDING A QUALITY ARIZONA



Meeting the Future Demand Outline

PRODUCTS

- Statewide polling and public participation to ascertain public view and acceptance of transportation strategies.
- Eleven Regional Transportation Framework Studies and Recommendations
- Unconstrained Transportation Recommendations for Arizona Statewide System
- Policy Statements and Needs for 2050 Arizona Transportation
- 2050 Arizona Transportation Future (Constrained Plan and Funding Approach)

ADMINISTRATION

The following would be collaboratively developed by a Statewide Transportation Stakeholders Group, consisting of COGs, MPOs, the business community, and ADOT:

- Framework Studies (collectively and individually)
- Unconstrained Transportation Recommendations.
- Policy Statements and Needs
- 2050 Transportation Future

PROCESS

1. Determine transportation need for Arizona in 2050
 - a. Conduct Eleven Transportation Framework Studies to identify **unconstrained** Needs
 - i. Develop Environmental Atlases (for Early Coordination)¹
 - ii. Identify Surface Transportation Routes
 1. High-capacity Routes (Freeways)
 2. Moderate-capacity Routes (Parkways)
 3. Principal Arterial Roadways
 - iii. Identify key Transit Corridors and Connections
 - iv. Analyze existing and Identify New Freight Routes
 1. Surface Transportation
 - a. Trucking
 - b. Commercial Vehicles
 2. Rail Transportation

¹ Regional Environmental Streamlining that coordinates with SAFTEA-LU Requirements

- a. Mainline capacity improvements
- b. New rail corridors
- v. Adopt and incorporate into Regional Transportation Plans accordingly
- b. Incorporate Framework Studies to develop unconstrained Statewide System
 - i. Establish Statewide Environmental Atlas (for Early Coordination)²
 - ii. Identify unconstrained Needs
 - 1. High-capacity Routes (Freeways)
 - 2. Moderate-capacity Routes (Parkways, Divided Highways)
 - 3. Statewide Arterial Significant Routes
 - iii. Formulate proposal for Statewide Transit Corridors
- c. Recommend Policies for 2050 Transportation
 - i. Identify operational Level of Service Standards
 - 1. Establish levels of 'acceptable' congestion
 - a. Statewide Measure
 - b. Framework Measure
 - i. Regional Measures
 - ii. Municipal Measures
 - iii. Corridor Measures
 - 2. Develop Concurrency Management System (for reporting progress)
 - ii. Develop Funding and Financing Strategy
 - 1. Traditional Means under current Arizona Law
 - a. HURF
 - b. RARF
 - c. Additional Revenue Sources
 - 2. New Practices to Arizona allowed in current Law
 - a. County and Municipal impact fees
 - b. Property taxes
 - c. Transportation Districts
 - 3. New Practices requiring Legislative action
 - a. Tolling
 - b. Public-Private Partnerships
 - c. Regional Community Facilities Districts
 - d. Statewide Transportation Authorities
 - 4. Compile Strategy Package
 - a. Near-Term (0-10 Years)

² Statewide Environmental Streamlining Measure for addressing future NEPA process on Projects

- b. Mid-Term (11-30 Years)
 - c. Long-Term (31-50 Years)
 - iii. Determine Funding Capacity
 - 1. Estimate potential Revenues
 - 2. Develop project Priority Process
 - a. Identify priority measures
 - b. Develop responsibility matrices
 - iv. Develop contingency Planning Measures
 - 1. In event LOS cannot be achieved
 - 2. In event legislative actions cannot be delivered
 - 3. In event funding sources fall short (contingency budget guidelines)
- 2. Establish the 2050 Transportation Future for Arizona
 - a. Develop **constrained** Transportation Plan
 - i. Establish project Priorities
 - 1. Identify Implementation Phases
 - 2. Identify project development Responsibilities
 - a. ADOT
 - b. County
 - c. Municipal
 - d. Private
 - e. Public-Private Partnerships
 - ii. Estimate life-cycle program for implementation
 - iii. Conduct environmental overviews (Early Coordination)
 - iv. Evaluate/consider concurrency management concepts/thresholds
- 3. Establish progress reporting phase
 - a. Identify responsible parties
 - b. Determine reporting protocol
 - i. Report Measures
 - ii. Frequency
 - c. Produce reports
 - i. Electronically
 - ii. Printed

No.	FRAMEWORK	Location
1	Interstate 10 – Hassayampa Valley (underway by MAG; completion March 2007)	Western Maricopa County; west of White Tank Mountains
2	Interstates 8 and 10 – Hidden Valley (underway in early 2007 by MAG)	Southwestern Maricopa and Pinal Counties
3	Interstate 17 and US-93 – New River Valley (underway in mid-2007 by MAG)	Northern Maricopa and Southern Yavapai Counties
4	Interstate 8 – Yuma Mesa	Yuma and Western Yuma County
5	Interstate 10 and US-95 – Harquahala Valley	La Paz County and Far West Maricopa County
6	Interstate 40 and US-93 – Colorado River Valley	Southern Mohave and Northern Yavapai Counties
7	Interstates 17 and 40 – Red Rocks	Southern Coconino County
8	Interstate 40, SR-87, and SR-260 – Mogollon Rim	Eastern Coconino and Southern Navajo Counties
9	Interstates 8 and 10 – Oracle Valley	Southern Pinal and Northern Pima Counties
10	Interstate 10 – San Pedro Valley	Eastern Pima and Western Cochise Counties
11	Interstate 19 – Patagonia Mountain	Santa Cruz County and Southeastern Pima County

