



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

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September 18, 2007

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, September 26, 2007

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
September 26, 2007**

COUNCIL ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

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

4. Executive Director's Report

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

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the August 22, 2007 and September 6, 2007 Meeting Minutes

5A. Review and approval of the August 22, 2007 and September 6, 2007 meeting minutes.

TRANSPORTATION ITEMS

*5B. Arterial Life Cycle Program Status Report

The Arterial Life Cycle Program (ALCP) Status Report covers the period from January to June of 2007 and includes an update on ALCP Project work, the FY 2008 ALCP schedule, and ALCP revenues and finances. Please refer to the enclosed material.

5B. Information and discussion.

*5C. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the ADOT Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2007, to June 30, 2007. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. Please refer to the enclosed material.

5C. Information and discussion.

GENERAL ITEMS

*5D. MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Southwest Service Area

Maricopa County has requested that MAG amend the 208 Water Quality Management Plan to include the Campus I water reclamation facility for the Hassayampa Utility Company Southwest Service Area with an ultimate capacity of 32 million gallons per day. Reclaimed water from the facility would be disposed of through reuse, recharge, and Arizona Pollutant Discharge Elimination System Permit discharge points to the Delaney Wash, Four Mile Wash, Old Camp Wash, and/or a discharge point 12,000 feet northeast of the facility in an unnamed wash. The Delaney Wash, Old Camp Wash, and the unnamed wash are tributaries to the Four Mile Wash. A public hearing on the draft amendment was conducted on August 7, 2007. The MAG Water Quality Advisory Committee and the MAG

5D. Approval of the MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Southwest Service Area.

Management Committee recommended approval of the Draft 208 Plan Amendment. Please refer to the enclosed material.

*5E. Registration for the Local Update of Census Addresses Program

The Local Update of Census Addresses (LUCA) Program provides cities, towns and the county with an opportunity to update the Census Bureau address list for their jurisdiction. The address list will be used to distribute Census 2010 questionnaires. An accurate address list is crucial to obtaining a good census population count, which will be used to distribute billions of dollars in state-shared revenue to Arizona cities and towns. In early August, the Census Bureau sent out an invitation and a registration form to the Highest Elected Official of each city, town and the county, inviting him/her to participate in the LUCA program. To receive the full 120 days to review and provide comments on the address list, jurisdictions need to register for the LUCA Program by November 19, 2007. Please refer to the enclosed material.

*5F. Consultant Selection for Underwriting Services for the Regional Office Center (ROC)

The Maricopa Association of Governments requested proposals from qualified firms of underwriters to provide the most advantageous underwriting services for the issuance of Obligations of the ROC. In response to the Request for Proposals released on August 2, 2007, MAG received 11 proposals from qualified underwriters. The ROC Underwriter Selection Team reviewed and evaluated the proposals and recommended to MAG that Piper Jaffray & Company be selected to perform the underwriting services for the ROC. The MAG Executive Committee concurred with the Selection Team and approved the selection of Piper Jaffray & Company. The all-inclusive price summary for the underwriter services is \$552,929. Payment for underwriting services shall be from monies derived from the issuance of the financial offering(s). The underwriter will be

5E. Information and discussion.

5F. Ratification of approval of the selection of the firm Piper Jaffray & Company to perform underwriting services for the ROC.

responsible for any costs incurred by their firm if such offering(s) are not issued.

- *5G. Approval to Accept the Rankings for the One-Step Design-Build Services RFQ for the Regional Office Center and Enter Into Negotiations for a Design-Build Team

At the July 9, 2007, Executive Committee meeting, MAG staff received direction to issue a Request for Qualifications (RFQ) for the design and construction of the Regional Office Center per Title 34 procurement guidelines. The RFQ was issued on August 1, 2007, and the Statements of Qualifications were due by August 30, 2007. A five member panel reviewed the ten responses received and short-listed the top three teams for interviews on September 6, 2007. The interviews occurred on September 11, 2007 and the panel has presented a recommended ranking of the firms to MAG as follows: (1) McCarthy/DMJM, (2) Sundt/SmithGroup, and (3) Ryan/RNL. On September 19, 2007, the Executive Committee will be requested to accept the rankings for the one-step design-build services RFQ and authorize MAG to enter into negotiations for a design-build team. An update will be provided on action taken by the Committee.

- 5G. Ratification of the Executive Committee action to accept the rankings for the one-step design-build services RFQ and authorize MAG to enter into negotiations for a design-build team.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

- 6. Reexamination of MAG Highway Acceleration Policy

In March 2000, the Regional Council established a highway acceleration policy. Until recently, this policy was used to accelerate portions of the freeway system funded through Proposition 300 funding. With the passage of Proposition 400, the freeway system funded by Proposition 300 was combined with the existing Interstate system. Since that time, some accelerations have been processed under the March 2000 policy. In the last legislative session, the STAN II account was established and interest cost is now reimbursable

- 6. Information, discussion and possible action.

using STAN II funding. This is a change from the March 2000 policy that assigns the interest cost to the member agency requesting the acceleration and to the Regional Freeway Program. In the past, this sharing of cost has been approximately on a 50/50 basis. With interest reimbursement now being possible through the STAN II legislation, it has been requested that the March 2000 MAG Highway Acceleration Policy be reexamined. On September 12, 2007, the Management Committee formed a Working Group that will examine issues relevant to the MAG Highway Acceleration Policy. This item is on the September 19, 2007 Transportation Policy Committee agenda. An update will be provided. Please refer to the enclosed material.

7. Assignment of Funding to the MAG Transportation Program by Congressional/Legislative Action

In 1999, an historic accord was reached with the Arizona Department of Transportation (Casa Grande Resolves), that established a funding formula for federal and state transportation funds. The Resource Allocation Advisory Committee that evolved from this process monitors additional funds that flow to transportation to ensure that all regions in the state receive their share of the funding. In the past, when member agencies have requested special funding through the Congressional delegation, it has been important that these projects be funded from resources not already being sent to Arizona. In the Arizona legislative funding, this principle has also been important. In the STAN I legislation passed in 2006, new funding was provided by the legislature. If existing funding is used either on the federal or state level, it preempts the state and regional processes mandated by federal law. How to work with our state and federal legislative partners will be discussed. This item is on the September 19, 2007 Transportation Policy Committee agenda. An update will be provided. Please refer to the enclosed material.

7. Information, discussion and possible action.

8. Building a Quality Arizona Update

Over the past year, the Arizona Association of Councils of Governments and Metropolitan Planning Organizations has been meeting to discuss growth and transportation issues. As a result of these meetings, it was recommended that a Reconnaissance Study be initiated to examine transportation bottlenecks throughout the state, to develop a statewide modeling tool and to recommend areas for transportation framework studies. On December 13, 2006, the Regional Council approved MAG contributing financially to this study. On August 31, 2007, the COG's/MPO's, along with business partners and the Arizona Department of Transportation, met to receive preliminary information from the Reconnaissance Study and to discuss the areas throughout the state that would benefit from framework studies and a potential study process that would lead to a statewide transportation election. An update on the Reconnaissance Study and possible areas for framework studies will be provided. The framework studies will be partially funded through \$7 million that was approved by the State Transportation Board. In addition to reviewing the proposed study areas, the process and timing leading to a potential statewide transportation election will be discussed. This item is on the September 19, 2007 Transportation Policy Committee agenda. An update on discussions by the Committee will be provided. Please refer to the enclosed material.

9. The Interstate 10-Hassayampa Valley Transportation Framework Study

Since May 2006, MAG has had the Interstate 10-Hassayampa Valley Transportation Framework Study underway for establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountains. A briefing will be provided about the results and potential recommendations that have been generated on the project. Please refer to the enclosed material.

8. Information, discussion and input on framework study areas, study process and election timing.

9. Information and discussion.

GENERAL ITEMS

10. Regional Support for Low Demand Homeless Overflow Shelter

At the June MAG Management Committee meeting, there was discussion about regional support for the low demand homeless shelter operated by Central Arizona Shelter Services. Since then, municipalities have come forward to offer support. The Management Committee requested the MAG Continuum of Care Regional Committee on Homelessness to address the low demand shelter. The Continuum of Care and the Management Committee recommended a resolution supporting the shelter. Please refer to the enclosed material.

11. Youth Empowerment Project Update

The MAG Regional Domestic Violence Council and the Human Services Coordinating Committee created the Youth Empowerment Project to address teen dating violence. Through a public service announcement (PSA) competition, teens developed messages to promote the project and the website www.weboffriends.org. The winning video entry will be shown at the meeting with the purpose of providing information about the project and inviting members to feature the PSA on their community cable stations and websites. Please refer to the enclosed material.

12. Comments from the Council

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

10. Approval of the resolution of the MAG Continuum of Care Regional Committee on Homelessness supporting the Central Arizona Shelter Services' low demand overflow shelter for single homeless men.

11. Information and discussion.

12. Information.

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

August 22, 2007
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair	Mayor Thomas Schoaf, Litchfield Park
Mayor Mary Manross, Scottsdale, Vice Chair	Supervisor Don Stapley, Maricopa County
Councilmember Robin Barker, Apache Junction	Mayor Keno Hawker, Mesa
Mayor Marie Lopez Rogers, Avondale	Mayor Ed Winkler, Paradise Valley
Mayor Bobby Bryant, Buckeye	Mayor Bob Barrett, Peoria
* Mayor Wayne Fulcher, Carefree	Councilmember Peggy Neely, Phoenix
Councilmember Dick Esser, Cave Creek	Mayor Art Sanders, Queen Creek
Mayor Boyd Dunn, Chandler	Vice President Martin Harvier for President
Mayor Fred Waterman, El Mirage	Diane Enos, Salt River Pima-Maricopa
* President Raphael Bear, Fort McDowell	Indian Community
Yavapai Nation	Mayor Joan Shafer, Surprise
Councilmember Ginny Dickey for Mayor Wally	# Mayor Hugh Hallman, Tempe
Nichols, Fountain Hills	Mayor Adolfo Gamez, Tolleson
# Mayor Fred Hull, Gila Bend	Mayor Ron Badowski, Wickenburg
* Governor William Rhodes, Gila River Indian	Mayor Michael LeVault, Youngtown
Community	* Joe Lane, State Transportation Board
* Mayor Steven Berman, Gilbert	* Felipe Zubia, State Transportation Board
Mayor Elaine Scruggs, Glendale	# F. Rockne Arnett, Citizens Transportation
* Mayor Bernadette Jimenez, Guadalupe	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 5:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Cavanaugh noted those participating by teleconference: Councilmember Robin Barker, Mayor Fred Hull, Mayor Art Sanders, and Mayor Hugh Hallman. He noted that Vice President Martin Harvier was proxy for President Diane Enos and Councilmember Gail Dickey was proxy for Mayor Wally Nichols.

Chair Cavanaugh noted materials at each place: for agenda items #5B and #5D, a memorandum reporting the unanimous recommendations on these items by the Transportation Policy Committee; for agenda item #5H, the addendum to the agenda; for agenda item #6, a revised summary transmittal and supplemental material; for agenda item #7, the memorandum by MAG General Counsel. Chair Cavanaugh noted that agenda item #8 was removed from the agenda and will be heard at a later meeting of the Regional Council. He stated that parking validation and transit tickets were available from MAG staff.

4. 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 are requested not to exceed a three minute time period for their comments. A total of 15 minutes is 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 Chuck Ullman, Vice President of PORA at Sun City West. Mr. Ullman commented on the August 15, 2007, *Arizona Republic* article on the proposed slowdown on construction projects by the Maricopa County Department of Transportation. He stated that improvements on Bell Road from El Mirage Road to Loop 303 are needed desperately, due to the increase in population. Mr. Ullman stated that relief is needed and he requested that the Regional Council consider funding improvements. Chair Cavanaugh thanked Mr. Ullman for his comments.

Chair Cavanaugh recognized public comment from Dianne Barker, who commented on the meaningful input on the I-10 acceleration at the August 13th Executive Committee meeting. She suggested that members consider transit. Ms. Barker stated that innovations to move people rapidly are needed. She encouraged issuing Requests for Proposals for improvements to reach as many as possible. Ms. Barker stated that, as a citizen, she is a stakeholder. Chair Cavanaugh thanked Ms. Barker for her comments.

Chair Cavanaugh recognized public comment from Joseph Ryan, who said he has lived in the Valley for 15 years and traffic jams are worsening. He added that he had not seen a policy to eliminate them. Mr. Ryan stated that the half-cent sales tax badly underfunds needs. Projects are not done. Interchanges are built too small, which result in accidents and bad air quality. Mr. Ryan stated that this 20-year program is more underfunded than the last program. He said that 30 percent was taken from highways for the trolley. Mr. Ryan stated that the Regional Council was considering minutiae today when solutions are needed to get traffic off the roads. He said that the Regional Council will not put this on the agenda, pass issues unanimously, and deal with chump change. Mr. Ryan stated that it is illegal to

charge cities anything because the traffic flows throughout the region. Chair Cavanaugh thanked Mr. Ryan for his comments.

Chair Cavanaugh recognized public comment from Woody Thomas, who stated that the Bring Back Blue air quality education campaign was not as successful as hoped. He noted that the target audience was automotive vehicles, but construction and rock and gravel permits cause the most PM-10 pollution. Mr. Thomas expressed that he was disappointed in the recent Regional Council decision on PM-10 measures. He commented on the recent article on the safety of rail crossings. Mr. Thomas stated that grade-separated crossings increase efficiency and safety, and the Governor's office and others are pursuing solutions. Chair Cavanaugh thanked Mr. Thomas for his comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on the status of the Regional Office Center. Mr. Smith noted that a design build Request for Proposals was published, with Statements of Qualifications due on August 30, 2007. Mr. Smith stated that another Request for Proposals was published for underwriter services. Responses are due on August 31st. He noted that the Executive Committee would be considering the selections at its September meeting.

Chair Cavanaugh thanked Mr. Smith for his report. No questions from the Council were noted.

5. Approval of Consent Agenda

Chair Cavanaugh noted that agenda items #5A through #5H were on the consent agenda. He noted that a request was received to remove agenda item #5G, Regional Support for Low Demand Homeless Overflow Shelter, and delay it to next month's Regional Council meeting.

Chair Cavanaugh recognized public comment from Joseph Ryan, who said that it was illegal to limit his time for public comment. Mr. Ryan stated that eastbound traffic on I-10 backs up to Loop 101, so he will exit and use the back roads, which are not all through-roads. He stated that he worked as a transportation planner, and advised that per passenger costs are reduced by vehicles going faster, using less fuel, carrying more passengers, and being convenient. Mr. Ryan stated that commuter rail is very expensive. He commented that the trolley environmental impact statement was untruthful, because the trolley will increase air quality problems. Mr. Ryan also commented that the red light activations needed because of the trolley will negate ITS and create congestion. Chair Cavanaugh thanked Mr. Ryan for his comments.

Chair Cavanaugh asked members if they had any questions or any requests to hear an item individually. Mayor Schoaf stated that he had questions on agenda item #5B, Requested Material Change to Purchase the Mesa Transit Operations and Maintenance Facility and Amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program.

Mayor Schoaf commented that no backup material on agenda item #5B had been included in the agenda packet. Eric Anderson, MAG Transportation Director, stated that the detail, which included meeting minutes and a detail of the options considered, had been unintentionally omitted from the agenda packet. Mayor Schoaf asked if an analysis of options had been considered. Mr. Anderson replied that the RPTA

Board had considered three options. The first option was leasing the facility, which involved an increase in rent. The second option was purchasing the facility, which was the Board's recommendation. The third option was also for the purchase of the facility, but used a different financing method. Mr. Anderson stated that Option 2 was chosen because it was the most cost effective. Mayor Schoaf asked if a financial analysis was done to support that decision. Mr. Anderson replied that the RPTA analysis included detailed financial spreadsheets, and MAG had only summary information.

Mayor Schoaf asked if this was a regional facility. Mr. Anderson replied that it was and explained that it is located in the City of Mesa and serves as a garage and maintenance facility for all of the East Valley buses. Mayor Schoaf asked if this was the only place the building could be located. Mr. Anderson responded that the building already exists and was built three or four years ago as a lease arrangement with Mesa. Mr. Anderson explained that it was built pre-Proposition 400, and because funds were short, RPTA leased the facility. Mr. Anderson noted that with Proposition 400 providing long term funding and a need for long term service, RPTA determined it made more sense to acquire the building, which was purchased below market price. Mayor Schoaf asked if an appraisal had been done. Mr. Anderson replied that he was unsure if an appraisal had been done. He advised that appraisals are difficult on public facilities due to the unique use, but since it was built, costs have risen 30 percent to 40 percent. He added that he was familiar with a building located nearby, the price of which has increased by 40 percent since 2004. Mr. Anderson noted that it would cost more than \$9.2 million to build the facility today.

Mayor Schoaf asked if other sites had been considered. Mr. Anderson replied that through a site selection process, the facility was located at Greenfield Road, a half mile south of Loop 202, which is an excellent regional location for bus access. RPTA staff present at the meeting communicated that an appraisal had been done which put a value of \$31 million on the building, for which RPTA would be paying \$9.2 million. Mayor Schoaf stated that it sounded like a good deal and requested that a copy of the analysis be sent to his office.

With no further discussion of the consent agenda, Chair Cavanaugh called for a motion, noting that agenda item #5G had been removed. Supervisor Stapley moved to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5H. Councilmember Neely seconded, and the motion passed, with Councilmember Dickey abstaining.

5A. Approval of the July 25, 2007 Meeting Minutes

The Regional Council, by consent, approved the July 25, 2007 meeting minutes.

5B. Requested Material Change to Purchase the Mesa Transit Operations and Maintenance Facility and Amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program

The Regional Council, by consent, approved the purchase of the Mesa Transit Operations and Maintenance Facility and to amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program to include the project. According to A.R.S. 28-6353, MAG has the responsibility to approve material changes for projects funded from the Proposition 400 sales tax.

The Regional Public Transportation Authority has requested approval of a material cost change for the purchase of the City of Mesa Transit Operations and Maintenance Facility. The RPTA Board of Directors approved the purchase of the facility for \$9,269,199, which represents Mesa's local investment in the facility. The Management Committee and the Transportation Policy Committee recommended approval.

5C. Consultant Selection for Safety Evaluation of the Elderly Mobility Sign Project

The Regional Council, by consent, approved the selection of Arizona State University for performing the Safety Evaluation of the Elderly Mobility Sign Project for an amount not to exceed \$15,000. The MAG Transportation Safety Committee and the MAG Elderly Mobility Stakeholders Group recently launched a regional road safety project that will result in the installation of street name signs with larger letter sizes, using a font that is more legible to road users. The two committees also recommended a project to evaluate the overall safety effectiveness of these signs. MAG released a Request for Proposals on June 4, 2007, for this purpose. One proposal was received from Arizona State University. A proposal review panel evaluated the proposal and recommended to MAG the selection of Arizona State University. The Management Committee recommended approval of the selection.

5D. Requested Changes to the ADOT Program

The Regional Council, by consent, concurred with the proposed changes to the ADOT Program to advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implement a design-build project on the 202L (Red Mountain Freeway). and to amend the MAG Regional Transportation Plan – FY 2007 Update and the FY 2008-2012 Transportation Improvement Program, as appropriate, contingent on an air quality conformity analysis. The Arizona Department of Transportation (ADOT) has requested MAG concurrence with two proposed changes to FY 2008 of the ADOT Program. These changes would also require amendment of the MAG FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP), as appropriate. The changes involve advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implementation of a design-build project on the 202L (Red Mountain Freeway). The SR 801 (I-10 Reliever) request is to increase funding from \$3,000,000 to \$15,000,000 for right-of-way protection in FY 2008, for future freeway construction in the corridor. The 202L (Red Mountain Freeway) request would implement a \$184,060,000 design-build project to be initiated in fiscal year 2008. Funding would be provided from six previously programmed projects for the Red Mountain Freeway, which had been scheduled for fiscal years 2008-2011. MAG has reviewed the proposed program changes and has determined that they are reasonable, will benefit the overall implementation of the RTP Freeway Program, and can be accomplished within available ADOT cash flows. The Management Committee and the Transportation Policy Committee recommended approval.

5E. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan - 2007 Update. The proposed amendment includes minor project revisions to Arizona Department of Transportation projects for right-of-way acquisition in the SR 801 (Interstate-10

Reliever) corridor, and implementation of a design-build project on Loop 202 Red Mountain Freeway. Minor project revisions do not require a conformity determination. Comments on the conformity assessment were requested by August 17, 2007. This item was on the agenda for consultation.

5F. Consultant Contract for AZ-SMART Support

The Regional Council, by consent, approved the selection of Planning Technologies for AZ-SMART support for an amount not to exceed \$40,000. The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the Regional Council in May 2007, includes a \$40,000 project for AZ-SMART support. MAG is in the process of developing a statewide socioeconomic model, Arizona Socioeconomic Modeling, Analysis and Reporting Toolbox (AZ-SMART). The AZ-SMART socioeconomic modeling suite will primarily support socioeconomic activities at MAG. AZ-SMART will build upon a model that MAG currently uses, the Subarea Allocation Model (SAM). This model was developed by Planning Technologies. Since Planning Technologies is the developer of SAM, it is uniquely able to provide detailed technical guidance and support on the implementation and testing for AZ-SMART. The Management Committee recommended approval.

5H. Ratification of an Appointment of a Member to Fill the Unexpired Portion of the Geographic Balance Seat on the Transportation Policy Committee

The Regional Council, by consent, ratified the appointment of Mayor Joan Shafer, Surprise, to fill the unexpired portion of the geographic balance seat, two-year term (June 2008), on the Transportation Policy Committee. At the July 25, 2007 Regional Council meeting, the appointment of a member to fill the vacant geographic balance seat was discussed. At the meeting, staff was directed to have the MAG General Counsel provide direction on how to proceed with filling the vacant seat. A memorandum on this has been provided to the members of the Regional Council. To fill the unexpired portion of the two-year term (June 2008), the West Valley Mayors provided the name of Mayor Joan Shafer, from the City of Surprise.

5G. Regional Support for Low Demand Homeless Overflow Shelter

This item was removed from the consent agenda and tabled until next meeting.

At the June MAG Management Committee meeting, there was discussion about regional support for the low demand homeless shelter operated by Central Arizona Shelter Services. Since then, municipalities have come forward to offer support. The Management Committee requested the MAG Continuum of Care Regional Committee on Homelessness address the low demand shelter. The Continuum of Care and the Management Committee recommended a resolution supporting the shelter.

6. Statewide Transportation Acceleration Needs (STAN) II Account

Chair Cavanaugh stated that the Council would hear Mr. Anderson's presentation, and requested that they ask questions as he proceeded to ensure there was understanding of the numbers. Chair Cavanaugh stated that in deference to the Legislature and the recommendations by the Management Committee and Transportation Policy Committee, he thought it appropriate that the first motion be the recommended motion to approve interest reimbursement up to \$10 million. Following a motion, the Regional Council

would discuss the motion and then take a vote. Chair Cavanaugh stated that the action taken would dictate further Regional Council action and discussion.

Mr. Ryan spoke from the audience about his opportunity for public comment. Chair Cavanaugh informed Mr. Ryan that he would hear public comment after the presentation.

Eric Anderson, MAG Transportation Director, reported that House Bill 2793 transferred \$62 million from the State Highway Fund to the State Transportation Acceleration Needs (STAN) account. Mr. Anderson noted that these funds are not new money, and were programmed in the ADOT five year plan. The legislation also established a subaccount for the reimbursement of interest expenses incurred by or on behalf of a local jurisdiction for the acceleration of transportation projects. Mr. Anderson stated that for this subaccount \$10 million was allocated from the \$62 million STAN appropriation. Mr. Anderson noted that HB 2793 also established a \$10 million roads of regional significance (RRS) congestion mitigation subaccount for transportation projects in high growth areas. He added that the RRS is a loan fund that would need to be repaid by 2012.

Mr. Anderson advised that state law requires that the regional planning agency establish a process for the review and approval of the reimbursement of interest costs from the STAN account. As part of the process MAG would recommend to the State Transportation Board projects to utilize the STAN funds. MAG would also need to provide a report to the Arizona House and Senate by December 15, 2007.

Mr. Anderson explained that the \$10 million for the roads of regional significance congestion mitigation subaccount is deducted from the \$62 million STAN fund, leaving \$52 million. He noted that MAG's allocation of the STAN fund is 60 percent of the \$52 million, which is approximately \$31.2 million.

Mr. Anderson then addressed the interest reimbursement subaccount. He said that \$10 million was appropriated statewide. The law says that interest costs incurred for the acceleration of transportation projects, which must be on a state highway system, may be reimbursed. Mr. Anderson stated that interest costs must result from bonds, loans, or advances; the agreement to accelerate must include at least two local jurisdictions, ADOT, and the regional planning agency; the agreement must be entered into after January 1, 2007; and the project must be in the region's Regional Transportation Plan. Mr. Anderson stated that a process must be established and a recommendation made to the State Transportation Board. He noted that funds received from the subaccount would count toward a region's share of STAN.

Mr. Anderson stated that the acceleration of the widening of I-10 from Loop 101 to just east of Sarival Road was approved by the Regional Council in 2006. He then reviewed the interest costs, according to the MAG acceleration policy, of which approximately \$14.5 million is the program share and approximately \$9.7 million is the local share to be borne by the cities of Avondale, Goodyear, and Litchfield Park.

Mr. Anderson reviewed options for full interest reimbursement, for no interest reimbursement, or for partial reimbursement. He pointed out two sheets at each place, one on yellow paper and one on blue paper. The yellow sheet showed three scenarios:

Scenario #1. The original acceleration interest cost total of \$24.172 million with 60 percent (about \$14.503 million) paid back by the program and 40 percent (about \$9.7 million) paid by the local agencies, with no reimbursement by STAN funds.

Scenario #2. The construction interest cost with the \$10 million STAN fund applied to the total with \$6 million applied to the program share and \$4 million applied to the local share. He said that the program would pay \$8.5 million and the local jurisdictions would pay \$5.7 million.

Scenario #3. MAG's sixty percent of the STAN fund could be applied to the \$10 million available, meaning \$6 million would be available to reimburse the local communities. Under this scenario, the local share would total \$3.669 million. There is no program benefit from the option, and the remaining \$4 million would be left in the STAN subaccount for other regions in the state to use.

Mr. Anderson noted that the blue sheet had been drafted that afternoon and included additional reimbursement scenarios of 50 percent program/50 percent local, 40 percent program/60 percent local, 30 percent program/70 percent local, and 20 percent program/80 percent local. He noted that these scenarios were not available when the TPC had its meeting on August 20th.

Mr. Anderson reported on questions that have been raised. He said that some have asked why quick action was needed. Mr. Anderson said that there were a couple of reasons. He reported that ADOT has designed the project and is waiting for resolution before advertising the project for bid. Mr. Anderson explained that ADOT must sign a project agreement with the Federal Highway Administration, which includes how the interest is going to be paid. He noted that, in addition, there are major safety issues and congestion on I-10. With only two lanes and significant truck travel, the segment in the Goodyear vicinity experienced about 30 crashes and 15 injuries per month in 2005.

Mr. Anderson stated that one question asked about the legislative intent. He reported that the intent was to allow interest costs related to accelerating a project to be paid from STAN funds. Mr. Anderson noted that Representative John Nelson, one of the legislators who worked on House Bill 2793, spoke at the TPC meeting and clarified that this legislation intended that \$10 million be used for the I-10 widening acceleration in the West Valley and \$10 million be used for roads of regional significance in the East Valley.

Mr. Anderson stated that another question asked if reimbursement of interest conformed to the MAG Highway Acceleration Policy. Mr. Anderson noted that MAG's acceleration policy was adopted in 2000 before STAN was established and the interest reimbursement subaccount was established. He said that the MAG policy provides that the local jurisdictions pay for a portion of the interest expense. Mr. Anderson stated that next month, the Management Committee and TPC will discuss the acceleration policy.

Mr. Anderson stated that another question regarded the impact on the program. He noted that allocation of the \$10 million has no impact on the program, because MAG has programmed \$22.9 million and the STAN II allocation is \$31.2 million. Mr. Anderson added that the \$10 million is a small portion of the overall MAG program.

Mr. Anderson stated that another question asked what projects could be accelerated with the STAN funds. He explained that \$22.9 million of the \$31.2 million is already programmed by ADOT for FY 2008 and the GAN funding already used for the I-10 acceleration leaves limited capacity to advance any significant project. Chair Cavanaugh thanked Mr. Anderson for his presentation.

Mayor Hull stated that he needed to leave the meeting for his Town Council meeting. He stated that he supported payment of the interest reimbursement for the I-10 widening.

Chair Cavanaugh recognized public comment from Mr. Ryan, who stated that this reminded him of the trolley vote propaganda. He asked why interest would be charged to Avondale. Mr. Ryan noted that many trucking terminals and warehouses benefit from I-10 but are not located in Avondale. He asked how Litchfield Park could benefit from the widening because it is not adjacent to the freeway. Mr. Ryan stated that planners need to use common sense. He suggested taking \$10 million in CMAQ funds from the trolley. Chair Cavanaugh thanked Mr. Ryan for his comments.

Chair Cavanaugh recognized public comment from Woody Thomas, who commented on Representative John Nelson's comments at the Transportation Policy Committee meeting on how this situation happened. Mr. Thomas stated that in Proposition 300, a governor decided the state would intervene and the West Valley projects got cut out. Mr. Thomas stated that the West Valley has continued to grow, yet there is only a two-lane highway from California, and this results in a large number of trucks traveling the road. He spoke of how the TPC developed a plan for the region; the only thing not accomplished was timing that made sense. Mr. Thomas stated that safety has deteriorated and the accidents and injuries increase. He stated that this is a federal highway. Mr. Thomas stated that he was Litchfield Park's mayor at the joint meeting when they agreed to agree. He stated that the Legislators asked why three small cities were doing this and then they got involved. He stated that the region benefits from improvements but the three cities are punished. Mr. Thomas said that the March 2000 acceleration policy applies for regional freeways only and not for interstates, with good reason. Chair Cavanaugh thanked Mr. Thomas for his comments.

Mr. Arnett left the meeting.

Chair Cavanaugh stated that there are divergent views and it was imperative that they be expressed in a positive way and when the Regional Council ends the meeting tonight, it is a single MAG. He called for a motion.

Mayor Schoaf moved to approve actual reimbursement costs up to \$10 million incurred by the cities of Avondale, Goodyear, and Litchfield Park to accelerate the widening of I-10 between Loop 101 and Sarival Road, to recommend that the State Transportation Board approve up to \$10 million of STAN funding be allocated for this purpose, and to authorize the MAG Executive Director to enter into an agreement with ADOT and the participating cities for this I-10 acceleration project, all in accordance with the provisions of House Bill 2793. Mayor Shafer seconded.

Mayor Schoaf stated that his comments on this issue were included in the minutes of the August Executive Committee meeting, but would like to point out that as a new mayor he was curious how MAG operated. He said he wanted to know how large were the divisions between the East and West

Valleys and how deep were the feelings to get something for the West if the East got something. Mayor Schoaf stated that during STAN deliberations last year, they were told that legislation did not cover interest and projects already funded and they needed to be regional players. Mayor Schoaf stated that the I-10 widening acceleration was an agreement to agree, not a legal obligation. He stated that the response was to go to the Legislature and fix the language. Mayor Schoaf stated that they, especially Mayor Lopez Rogers, spent significant time on this with Representative Nelson and business people. Mayor Schoaf reported that they tried for new money, but this was the best they could get from the Legislature. He said that legislation was passed for both east and west valleys. There was definitely intent that this \$10 million was to go toward the I-10 acceleration. Mayor Schoaf stated that regional support has been great. He advised that the Management Committee vote to support the \$10 million for reimbursement was nineteen to six and included the Scottsdale and Phoenix city managers. At TPC, the vote was twelve to four, with business members aligned to allocate the \$10 million to this project. Mayor Schoaf stated that I-10 is a serious problem. He stated that the planned widening of I-10 in Buckeye cannot be done without first widening this segment, or it will create more bottlenecks and put more people at risk. He urged Regional Council members to think regionally. Mayor Schoaf commented that this is a small amount of money. He said that this is a very important vote in how MAG is viewed.

Mayor Shafer stated that she felt this widening was important to the entire valley. She commented how freight comes in from California along this road and the Loop 303 opens to I-10 in this area. Mayor Shafer stated that she felt it was time the West Valley got something.

Councilmember Dickey stated that she was inclined to appropriate the \$10 million allocation to the cities at this time.

Mayor Waterman stated that cities along I-10 will consider Loop 303 as their reliever and cities along Loop 303 consider I-10 their reliever. Mayor Waterman stated that this is needed badly and has to be done. He added that it would be of great benefit to all cities.

Mr. Arnett rejoined the meeting by telephone.

Mayor Badowski stated that the cities who stepped in first should be reimbursed first. This is a regional issue. He stated that he drives this segment and it needs to be fixed. Mayor Badowski stated his support for the motion.

Mayor Winkler stated that he understood the problems of smaller municipalities. He stated that he was torn on the issue, but would support the motion based on the fact that the project needs to be finished as soon as possible. Mayor Winkler stated that the \$10 million is not what is important; what is important is how to handle the process in the future and have a process that is acceptable to all.

Mayor Barrett stated that this is not an east/west issue, it is a regional issue. He said that \$10 million was set aside by the Legislature for this purpose, the expenditure has no impact on other projects, people are dying, so let's pay for it.

Mayor Hawker stated that he would like a vote on the motion as it was presented and did not want to cloud the issue with a substitute motion. He said that he would ask for the floor for a motion if this was

defeated. He stated that he thought MAG needed to protect the integrity of interstates and he hoped there is consideration to prevent development from having detrimental effects. Mayor Hawker stated that he believed that everyone understood that when the cities committed to accelerating this project that they would be paying the interest, in accordance with the current adopted acceleration policy. Mayor Hawker stated that if policy is not going to be upheld, he knew of several communities who would like to have special legislation written so they could be reimbursed. If the date on the legislation was changed to 2005 from 2007, his city could request reimbursement for the \$18 million it spent on an acceleration. Mayor Hawker stated that he felt a door was going to be opened. He stated that the complication is that this is not new money. Mayor Hawker stated that he heard comments that the cities had no legal obligation. He said he believed that the cities knew they were agreeing to accelerate the design and construction. Mayor Hawker stated his agreement with Mayor Scruggs' comments at TPC that the cities were facing enormous pressure from press and the citizens. He said that Buckeye stepped out of the process to wait for the Legislature to act. Mayor Hawker stated that the three cities stepped up and said they would contribute; if they had not, MAG would not have put the project in the TIP and done air quality conformity on a promise that money was committed. Mayor Hawker stated that doing special legislation to reimburse one city for acceleration interest expense and not another is a slippery slope and he would not support the motion.

Mayor Manross stated that she would remain consistent with comments she expressed at Executive Committee and TPC. She encouraged compromise efforts and said that she believed intentions were good. However, when STAN II legislation was first proposed, she knew it was bad legislation because it was too special interest and earmarked. Mayor Manross stated that she suggested a compromise that would help the West Valley cities, and at the same time would not be in opposition to past processes and commitments not to be parochial. She said that the value of I-10 is understood, but the process is in jeopardy. There is a likelihood of more earmarks and splintering of relationships; that is the unintended consequence.

Councilmember Neely stated that she wanted to hold to her comments made at Executive Committee. She said that she would speak of the MAG process for the past forty-plus years. Councilmember Neely stated that Representative Nelson has been a champion for the entire region and he needed to be thanked for his efforts. She stated that the legislation says that MAG will determine a policy to allocate the funds. Councilmember Neely said she has heard tonight that MAG needs to give three cities money as if money had not already been offered. Some say their citizens will pay twice. She stated that MAG needs to stay on policy. She said that in Proposition 400 everyone came together, and she expressed concern that pet projects could pit one against the other. Councilmember Neely stated that I-17 desperately needs widening and improvements. If everyone hires their own lobbyist to go to the Legislature and Phoenix gets I-17 and pulls it ahead in the program, other projects could be pushed back. Councilmember Neely stated she thought it was dangerous to be parochial. Councilmember Neely stated that she thought that when the three cities came together, they were prepared to pay the interest costs of the acceleration, so this \$10 million is a bonus. Councilmember Neely stated that she agreed that I-10 needed to be widened. She expressed her belief that Chair Cavanaugh really believes in integrity and process. She said she knew the cities tried to find a compromise, but she was concerned that the Regional Council is now faced with leaving the adopted MAG process. When municipalities have skin in the game they are more apt to follow the process and not have people putting projects over the top. Councilmember Neely stated that in Proposition 400 MAG developed good things and a fight on this

issue only hurts the Plan. Councilmember Neely expressed her belief that the whole system needs to be defended regionwide and she would call for a weighted vote if this motion passed.

Mayor Lopez Rogers stated that this is a desperate move by cities who do not have support for their arguments and is a blatant abuse of power. She asked how any large city could dictate the policy of a federal highway, which is the most dangerous corridor in the nation. Mayor Lopez Rogers stated that this is not a compromise, this is being forced on the three cities and is a penalty. She stated that if this body cannot follow legislative intent, then the duty falls to the State Transportation Board. Mayor Lopez Rogers stated that she has been consistent in her position. Anything less shifts the costs to three small cities instead of the federal government. She stated that the three cities went through the STAN I process. They were told to fix the oversight, which they did. Mayor Lopez Rogers said that the \$10 million subaccount was established in STAN II, which was signed by the Governor. She stated that MAG provided a process for accepting projects and Avondale, Goodyear and Litchfield Park applied. Mayor Lopez Rogers noted that the Management Committee and Transportation Policy Committee passed the full \$10 million. She noted the \$9.2 million purchase of the transit facility, which benefits not only Mesa, but everyone in the region. Mayor Lopez Rogers stated that the \$10 million was provided by the Legislature and will not impact the future of the Proposition 400 program. She said that the safety of family and business is most important to everyone. If this project waits until 2014, that will mean an additional 1,440 accidents and 80 deaths. Mayor Lopez Rogers noted that Phoenix has a proposition on the ballot for additional public safety personnel, and this is no different.

Mayor Dunn stated his agreement that I-10 needs to be widened, even through his community of Chandler, where traffic going south to Tucson is alarming. He said that anything that could be done to widen I-10 in the region will benefit the county and the state. Mayor Dunn stated that this discussion is not to end a commitment to widen I-10, it is about how the interest is divided. He said that he came on the Regional Council on the eve of Proposition 400. Mayor Dunn stated that many have emphasized the importance of policy and process. Mayor Dunn stated that MAG adopted and reaffirmed the acceleration policy. He said that MAG has consistently used the policy and now some want to leave it behind. Mayor Dunn stated that discussion of policy change is needed. He said he believed many will rush to the Legislature to get what they can. He said he did not want to be put in that position of going outside of MAG. Mayor Dunn expressed his belief that it is important to remain consistent with policy in addressing issues.

Mayor Scruggs stated that she would address two issues - process and fairness. She stated that Mr. Smith, MAG's Executive Director, is the guide to the rules and process at MAG. Mayor Scruggs stated that she has been on the Regional Council for 14 years and she knew he would not have allowed this item to be on MAG agendas if the criteria had not been met. Mayor Scruggs stated that the full \$10 million reimbursement has been recommended for approval by the Management Committee and TPC. As to the issue of fairness, the three cities responded to tremendous pressure from the citizens and the press. She remarked that Arizona Republic reporter Joel Nilsson wrote a few articles per week urging that something be done about the accident rate. Mayor Scruggs stated that the cities responded to that. She said they have explained on several occasions they did so with the understanding that they would receive reimbursement from STAN I. She remarked that any city in the future who uses this as an excuse for personal gain for their jurisdiction should be ashamed. Mayor Scruggs referenced Mayor Hawker's comments moving the date back to 2005. She said that she could complain about the \$8

million from Glendale's general fund that went for sound walls along Loop 101 that would now be funded fully through Proposition 400. She said she could also complain about the delay of Loop 303, but that is the past and this is now. Mayor Scruggs commented that these cities took on the burden in the public interest. Mayor Scruggs stated that this project is not to open up a new area for an economic windfall. These cities offered to accelerate a project to save lives, to improve mobility through the entire region, the state, and the nation, to aid commerce, and to enhance Arizona's business economy. Mayor Scruggs stated that partial reimbursement is correct technically, but it is not fair. She said if a weighted vote is taken tonight it will be only the second time in her 14 years it has been requested. Mayor Scruggs stated that after the first time, the feelings were not good for a long time. She added that many are disappointed that, despite all of the thought and discussions, all will be cast aside and defeated by a weighted vote. Mayor Scruggs stated that this is a unique situation, one not expected to be seen again, and it will not set a precedent. Mayor Scruggs stated that she will support full funding of the interest reimbursement.

Councilmember Esser stated that he agreed with all of the comments, particularly Mayor Hawker's comments on precedent setting. Councilmember Esser stated that Cave Creek is near I-17, which looks like a parking lot. He stated that he worked at ADOT for 33 years, so he knew highways, funding increases, and the difficulty of building anything in this day and age. Councilmember Esser expressed his concern that he hoped this issue would not tear apart the Regional Council. He stated that it seemed to be coming to an issue of the small cities versus the big cities. Councilmember Esser remarked that he would not be able to support the motion.

Mayor Bryant stated that while going through the STAN process last year, the Regional Council knew it had to come up with regional projects the Legislature would appreciate. If not done properly, the feeling was that STAN money would not be seen again. Mayor Bryant stated that he would like to see the Regional Council come together on this and work this out as a team. He remarked that he did not want to see a split. Mayor Bryant stated that I-10 is a parking lot with a lot of accidents, and if this will expedite improvements, he would vote in support of the motion.

Mayor Gamez expressed that comments by Mayor Schoaf, Mayor Lopez Rogers and Mayor Scruggs were right on target. He said that this needs to be addressed today, and he would vote for the motion.

Mayor LeVault stated his support for the motion. He said that he is a new mayor and a new Arizona resident, which he felt gives him a unique perspective. Mayor LeVault stated that the Regional Council members represent their own jurisdiction and all have wishes and parochial desires. However, there are overarching issues that transcend parochial desires and I-10 is one of those issues. Mayor LeVault stated that Arizona is a gateway state – everything to and from California will pass through on I-10. Mayor LeVault stated that the widening seems to benefit the three cities, but in a broader sense, this is a pathway that will benefit all of the commerce in the state. He stated that not agreeing on how to regionally move traffic in the area is unfortunate, but the most bothersome aspect is the dithering over a small amount of money. Mayor LeVault stated that the project start has already been delayed one month. It is not fair that three cities will bear an inordinate share of the cost. Mayor LeVault expressed his support for the motion.

Vice President Harvier expressed his thanks to the Council for allowing the Native American communities to have a voice. He apologized that the Salt River Pima-Maricopa Indian Community has not been able to participate at Regional Council because their Tribal Council meets Wednesday evenings. Vice President Harvier said he did not think this issue should divide the Regional Council and it is unfortunate that it seems that way. He indicated he understood the concerns of the three cities his community has the same concerns for Loop 101/Pima Freeway. Vice President Harvier stated that it is a fairly new freeway, but it is already having problems. He expressed his community's concern whether it will be given a fair chance at funding for improvements or will someone else go around them to get the funding. Vice President Harvier expressed that they have been fighting for a long time to get what they have and they are tired of fighting. He said he wants things to be fair. Vice President Harvier stated that everyone on the Regional Council supports saving lives – and he was familiar with the problems on the I-10 segment because he drives it – but if policy is in place and it is not being followed, then he could not support the motion.

Mr. Arnett stated that he would not support the motion. He expressed that he could not disagree with the need for I-10 being widened, but this is a pure and simple earmark. Mr. Arnett stated that he disagreed with earmarking and for that reason he would vote against the motion.

Mayor Sanders stated that he would vote against the motion for the same reasons already stated by other members. He indicated he was agreeable to reviewing policy, but to go against what is in place, Queen Creek would have to vote against that.

Councilmember Barker stated that it appears to be a process versus a plan. She said she would be happy to hear the compromises and find some relief for this project, but at this time, she would vote against the entire \$10 million.

Mayor Hallman stated that the overriding issue is that MAG has a process from which a project can be selected. There is a second process, the acceleration process adopted in 2000, to allow accelerations with a 60/40 interest sharing. Mayor Hallman stated that his city deals with the Broadway Curve and they have wanted improvements for years, but the project keeps falling farther back and will probably not begin until 2012. Mayor Hallman stated that the city could step forward and provide dollars for acceleration, but he thinks the project selection process should be honored and accelerations should be the rare exception. Mayor Hallman stated that the I-10 widening project was accelerated based on the agreement that cities would bear the burden of the interest costs. He said that what causes him to vote against the motion is that the funds were already in the ADOT budget and it was only afterward that the \$10 million was designated for interest reimbursement. Mayor Hallman stated that this impacts the entire state. Mayor Hallman commented that the \$10 million was earmarked for a specific interest reimbursement. He stated that if it were truly a case of a state program, such as the \$10 million for the Roads of Regional Significance loan to the East Valley, then this \$10 million would have been earmarked off the top of the \$62 million, not from the \$31.2 million that comes to MAG. If the motion were to pass, he would say there is a need to look to the State Transportation Board to argue that the \$10 million should come off the \$62 million, and MAG's 60 percent comes from the \$42 million, which leaves MAG with \$25.2 million. This would result in being short only \$6 million, and this may be an option. Mayor Hallman expressed his appreciation for the comments by Vice President Harvier and said he was glad Vice President Harvier was present tonight. Mayor Hallman stated that MAG ought to

abide by the original process for reimbursement. He said that because the interest cost was 100 percent paid by the cities was the only reason the project was accelerated in the first place. Mayor Hallman stated that he thought a 60/40 model was a rational compromise and asked the maker of the motion and second to consider regionalism and withdraw the motion and second, and seek a substitute motion to provide a 60/40 split that offers \$6 million to the cities for reimbursement.

Chair Cavanaugh expressed his support for the \$10 million in the motion. He complimented the Regional Council for expressing their heartfelt concerns. He said that the eloquent comments reflect well on this deliberative thought process. Chair Cavanaugh asked Mr. Smith to explain the weighted voting process. Mr. Smith stated that according to the MAG By-laws, every jurisdiction receives one vote. Any member may request a weighted vote, after which the original vote has no effect. The issue is then re-voted. In order for a weighted vote to pass, it must pass two tests. It must first pass by the majority of members in attendance. It must also pass by members representing a majority of population.

A roll call vote was taken on the motion, which passed by a vote of 14 yes and 10 no, with Mayor Lopez Rogers, Mayor Bryant, Mayor Waterman, Councilmember Dickey, Mayor Scruggs, Chair Cavanaugh, Mayor Schoaf, Mayor Winkler, Mayor Barrett, Mayor Shafer, Mayor Gamez, Mayor Badowski, Mayor LeVault, and Supervisor Stapley voting yes, and Councilmember Barker, Councilmember Esser, Mayor Dunn, Mayor Hawker, Councilmember Neely, Mayor Sanders, Vice President Harvier, Mayor Manross, Mayor Hallman, and Mr. Arnett voting no.

Councilmember Neely requested a weighted vote. A roll call vote was taken. The motion failed because it did not meet the majority of population. Those voting in the affirmative represented 30 percent of the population and those voting in the negative represented 70 percent of the population.

Mr. Ryan rose and spoke from the audience in protest of the vote. Chair Cavanaugh asked Mr. Ryan to please be seated and allow the Regional Council to continue its deliberations. Mr. Ryan said he would not. Chair Cavanaugh again requested Mr. Ryan to please be seated. Mr. Ryan raised his hand and called a point of order.

Chair Cavanaugh asked Mayor Hawker to make the motion he had requested he be allowed to give if the first motion failed.

Mayor Hawker moved to approve the I-10 widening project for reimbursement of interest expenses according to the shared interest reimbursement of 60 percent regional share and 40 percent local share, not to exceed \$10 million, to forward the recommendation to the State Transportation Board and for the MAG Executive Director to enter into an agreement with ADOT and the participating cities. Mayor Hallman seconded.

Mayor Hawker explained his motion. He referred to the chart on the yellow sheet that showed the original agreement that the cities' share was \$9.66 million. He said that under his motion, the cities' share would be \$5.669 million. Mayor Hawker commented that this is a deviation from the typical interest participation agreements. He stated that the motion reduces the total, but skin is still in the game and still supports the I-10 widening.

Chair Cavanaugh asked Mayor Hawker for clarification that his motion would allocate \$4 million to the three cities. Mayor Hawker replied that was correct. Mayor Dunn noted that this follows the existing MAG Acceleration Policy.

Mr. Smith stated that the case could be made that policy has been modified by legislation. Mr. Smith advised that the choice he had while discussing this with the Chair was to either present this item to the MAG committees, or to discuss policy for a couple of weeks or a month, then solicit projects and go through the project selection process. He commented that in good conscience, with 30 accidents per month on this section, and with the good work done by this group, he felt he could put his faith in the Regional Council to come up with a solution. Mr. Smith stated that he was at MAG when it was said Proposition 300 could not be done - and MAG did it. He was here when it was said that Proposition 400 could not be done, and MAG did it. He was here when it was said that the TPC could not be formed, but with Mayor Scruggs' input, MAG did it. Mr. Smith stated he believed that the Regional Council could do something here tonight to deal with the accidents on I-10.

Mayor Scruggs commented that the Regional Council is discussing municipal budgets, which may or may not have the funds to move forward, because the budgeting was based on the model that 100 percent of the interest would be reimbursed. She said that if she believed that this would stop anyone from going to the Legislature she would vote in favor. Mayor Scruggs commented that she was not sure the cities have the money, and that is why this is not just a policy decision. She said that since she was unsure if they could move forward, she would have to take the lead from her colleagues. Mayor Scruggs stated that they have to figure out how to come up with the money, which is not what they signed up for. She asked how she could say it is a good plan for them.

Mayor Badowski stated that with all due respect to Phoenix, Scottsdale, and Tempe, the discussion is about \$6 million, an amount they lose to rounding in their budgets. He stated that penalizing small communities is not the right thing to do. Mayor Badowski stated that this issue needed to be resolved tonight and he expected one of the large cities to withdraw its vote to get on with it. He stated that the amount was not a huge impact to any of them. Mayor Badowski stated that policy is not law and can be changed.

Chair Cavanaugh stated that he was not part of the group who sought money from the state. When the Legislature, our representatives, said \$10 million should go to those cities under some specific criteria, he had one objection. He felt that something should be paid by the cities because they said they would handle the interest costs. He commented that he felt a moral obligation. Chair Cavanaugh stated that he never walked away from a compromise, but this motion felt like a slap in the face to the wishes of the Legislature, the Management Committee, and the TPC, and that bothered him a lot. He said that he can compromise but this motion is unfair and is below the fairness standard. He said that a solution was needed that was representative of all elements of MAG. Chair Cavanaugh stated that this money was directed by our state leaders. He indicated that he had no problem with not receiving the entire \$10 million, but only 40 percent is not what the state wanted. Chair Cavanaugh stated that it is inappropriate and sends a terrible message.

Mayor Winkler asked the effect any of the compromises would have on the ability of each of the three municipalities to complete the project.

Mayor Schoaf stated that at the joint meeting, where the resolution was passed, their vice mayor, who is an attorney, asked the city attorney if this was an obligation. He said that the city attorney advised that there was no obligation on the city's part to fund this. Mayor Schoaf commented that it was a difficult task to get the council to agree to fund just the design amount. He noted that paying 40 percent would mean that two percent of the city's general budget for six or seven years would be allocated to widening I-10.

Mayor Lopez Rogers said that her city assumed, and was told, it would be made whole by legislation, so they decided to move forward. She advised that nothing was signed. Mayor Lopez Rogers remarked that having to go back to her council and say that big cities block improvements on the deadliest stretch of highway is a terrible headline.

Chair Cavanaugh stated that even though he thought \$4 million was unfair, he would recommend to his council that they move forward. Chair Cavanaugh stated that they have a responsibility and will live up to it. He recalled that while in the military, when he had to present a flag on behalf of a grateful nation to a survivor, he was thankful he did not have to do it because he had failed to take action. Chair Cavanaugh declared that I-10 would be widened, notwithstanding the cost to his city. He requested that the Regional Council, in view of the Legislature's intent, give more to the cities than \$4 million.

Mayor Hallman stated that it has been suggested that the "large" cities, including Tempe, have done this and he was puzzled by this comment. He said that it was also stated that the cities were promised they would be made whole, but by whom? Mayor Hallman stated that this is not a big city/small city issue. He noted that Tempe is now smaller than many cities. Mayor Hallman stated that Tempe cannot afford to seek accelerations. He commented that he was concerned by the suggestion that Tempe was responsible. Mayor Hallman stated that the Broadway Curve is one of the more dangerous and congested freeway segments, but Tempe cannot afford an acceleration. He indicated that the responsibility falls on the State Legislature, ADOT, and the federal government. Mayor Hallman proposed that the money being allocated in the state program should come from above the line, not below the line. He suggested that in the interest of harmony, that Mayor Hawker, as maker of the motion, raise the amount to \$6 million, which means the program would bear 60 percent of the cost and local agencies bear 40 percent.

Mayor Hawker said that he thought that for a project to be in the TIP, there had to be a financial commitment. Now he is hearing that the three cities did not have a commitment to accelerate the construction, just the design. Mayor Hawker asked when does MAG believe that a city is committing funding? He also asked if putting the project in the TIP was subject to legislation or a congressional appropriation to make it happen. Mr. Smith replied that it was MAG's policy that a project has to have a financial obligation or it is not put in the TIP. Mayor Hawker asked if the three cities misunderstood that. Mr. Smith stated that what he was hearing tonight was that legislators said they would take care of the cities. The cities took them up on this promise. Mr. Smith stated that they thought they would get reimbursement through STAN I, but when that did not happen, they went to legislators for STAN II to clarify the law regarding interest being reimbursed. He noted that the law now says interest reimbursement is legal. Mr. Smith advised that when the project acceleration was put in the TIP, MAG assumed the money was committed.

Mayor Hawker stated that, based on previous discussions on a compromise with Chair Cavanaugh, he was surprised that the reimbursement percentage was coming down from what he thought was a realistic compromise. He said that if other compromising is to be done, he would like to request a recess.

Chair Cavanaugh acknowledged that there was a miscommunication on the \$6 million, where Mayor Hawker thought it was the regional reimbursement amount and he thought it was the local reimbursement amount.

Mayor Shafer asked what happens to the program funds. Mayor Hawker replied that they would go toward other projects.

Mayor Hallman announced that he needed to leave the meeting. He expressed his hope that a compromise could be reached.

Mayor LeVault stated that if this motion passed, what would happen if one of the city councils decides not to pay its share of the interest. Mr. Smith replied that if one of the cities falls out of the agreement, perhaps the project might not go forward unless another city picked up the commitment. Chair Cavanaugh noted that if two cities fall out, the project would not qualify to receive the STAN II funds.

The Regional Council reconvened after a ten-minute break.

Mayor Hawker stated that he would withdraw his motion. He referenced the second group of numbers on the blue sheet. Mayor Hawker stated that in the spirit of cooperative compromise and to get something done, he would move approval of reimbursement for the I-10 widening acceleration with \$4 million for the program and \$6 million for the local agencies, contingent upon cities going back to their councils confirming the dollar magnitude reflected on the table. Mayor Dunn seconded.

Mayor Hawker stated that there was some confusion as to whether the original commitment was done by city councils and whether it was enforceable. He noted that the repayment is spread over seven to eight years.

Mr. Smith advised that if the Regional Council passed this motion, then it would need to go back to the three city councils and would not be forwarded to ADOT until the councils affirmed they could do it. He added that if not, the issue would come back before the Regional Council.

Chair Cavanaugh noted that Goodyear's council would meet on Monday.

Councilmember Neely asked Mayor Hawker to clarify that his motion meant that \$6 million would go to the three cities and \$4 million would go to the program. Mayor Hawker replied that was correct. Councilmember Neely noted that, according to the motion, over a period of seven years, \$2.1 million would be paid by Goodyear, \$1.4 million would be paid by Avondale, and \$110,000 would be paid by Litchfield Park. Mayor Hawker replied that was correct.

Mayor Schoaf stated that he would take the issue to his city council. He thanked Councilmember Neely for pointing out that Litchfield Park's portion would be \$110,000. Mayor Schoaf expressed that it is very disappointing to find that policy is an important thing, to a point. Using a weighted vote to not

violate policy ensures that the West Valley who worked to get this money and solve the I-10 problem will be penalized with a “compromise.”

Chair Cavanaugh stated that he hoped the Regional Council could support this motion and move on.

Mayor Dunn stated that it was he who indicated the importance of policy. He said he approached this in the spirit of compromise, to stay true to his concerns, and to be as fair as possible. Mayor Dunn stated that he could live with this compromise and remain true to the comments he made previously.

Mayor Winkler stated that elected officials are faced with decisions as to what is right and what is legal. Sometimes they coincide and that makes decision-making easy. Sometimes they conflict and that makes decision-making difficult. Mayor Winkler stated that he would support the 60/40 motion because he felt it was a fair compromise. He advised that the Regional Council needs to think about what is right for three small communities who stepped up and were assured they would be made whole. Mayor Winkler commented that he thought the 60/40 was a good option.

A roll call vote was taken. The motion failed by a tie vote of 11 yes and 11 no, with Councilmember Barker, Councilmember Esser, Mayor Dunn, Chair Cavanaugh, Mayor Hawker, Mayor Winkler, Councilmember Neely, Mayor Sanders, Vice President Harvier, Mayor Manross, and Supervisor Stapley voting yes, and Mayor Lopez Rogers, Mayor Bryant, Mayor Waterman, Councilmember Dickey, Mayor Scruggs, Mayor Schoaf, Mayor Barrett, Mayor Shafer, Mayor Gamez, Mayor Badowski, and Mayor LeVault voting no.

Chair Cavanaugh stated that the Regional Council could make another motion or could delay action. He asked those who voted no what they were looking for.

Mayor Lopez Rogers stated that they wanted \$10 million and that was all there was to it. She said they were not going to compromise. Mayor Lopez Rogers stated that they went through the process, only to have big cities come back and say no, even though the money was given to the I-10 project.

Councilmember Dickey stated that part of her vote has to do with legislative intent to take care of something. She indicated that she was not so much concerned about precedent-setting. Councilmember Dickey stated her agreement with Mayor Scruggs that this will not spur on anything. She remarked that she felt it was an isolated incident, it should be taken care of, and then the Regional Council could address policy.

Mayor Shafer stated that Phoenix uses the weighted vote when it wants something for itself. She noted that this is a situation that needs to be corrected.

Mayor Manross expressed that the TPC experienced a difficult process during Proposition 400. She expressed that she was proud they were successful. Mayor Manross stated that the TPC confronted many issues that required the same sort of compromise as this. She advised that the City of Scottsdale compromised quite a bit, but the thought was it was for the greater good of the Valley. Mayor Manross stated that she did not want individual cities going to the Legislature and earmarking. She expressed that she believed this would be deleterious effect on MAG, the TPC, and the entire process. Mayor Manross stated that everything requires some compromise and 60/40 is a fair compromise. She said that she

wanted the message sent that the process can be improved to deal with future STAN allocations, but the integrity of this organization needs to be protected. Mayor Manross appealed to members to vote yes on this compromise in order to move ahead with this project and at the same time, protect the process.

Mayor Scruggs stated that she thought the issue was done for this evening. She commented that if two cities fall out there is no acceleration. Mayor Scruggs asked how she could vote to spend Avondale's or Litchfield Park's money? She said that she needed to follow their lead. Mayor Scruggs stated that she could not sit as Mayor of Glendale and change what her council directed her to do and she could not change her vote on this unless the cities do.

Chair Cavanaugh clarified that the motion would not obligate any city until it went to the city councils and they agreed. He said that he did not know what the other two councils might recommend, but he was fairly confident his council would want to proceed. Chair Cavanaugh stated that Avondale and Litchfield Park should go back and ask. He stated that if the Regional Council stayed in a quandary and delayed reaching an agreement, there is one loser - the citizen who has to drive this road. Chair Cavanaugh expressed that he did not want to delay this project.

Mayor Dunn commented that this was an excellent point. He said that he thought by taking this back to the councils and having discussion, there is no obligation on their part. Mayor Dunn stated that at this point it allows policy discussion with councils and it could come back to MAG if necessary.

Mayor Lopez Rogers stated that the first vote showed regional support and then the weighted vote was thrown in. She said she thought this body wants to go forward to the State Transportation Board with a recommendation for the \$10 million, because ultimately, it is the Board's decision. Mr. Smith noted that he could only sign what would be in agreement with Regional Council direction. If a recommendation from the Board differs from the Regional Council recommendation, it would need to come back to the Regional Council to authorize him to sign the agreement.

Fredda Bisman, MAG General Counsel, presented options available to the Regional Council. She said that the Council could make a new motion or it could reconsider a motion. Ms. Bisman explained that the only way to go forward on a motion already voted on would require a motion to reconsider by someone who voted on the prevailing side and then a second by any member. Ms. Bisman stated that if the motion prevailed, then a vote would be taken on the reconsidered motion itself.

Councilmember Neely stated that Phoenix had conversations with Avondale, Goodyear, and Litchfield Park regarding compromises. She said that Mayor Lopez Rogers has adamantly said no compromise. Councilmember Neely stated that she would like to see a compromise and she took exception to Mayor Scruggs' comments. She said that when the three cities advanced the project there was no talk of STAN or reimbursement. Councilmember Neely asked when did it change that there was no commitment? She noted that she had many newspaper articles stating that the three cities made a commitment publicly to pay the interest. Councilmember Neely said that she was fine with the Legislature saying it would help out the three cities. What is her concern is the typical policy of acceleration reimbursement. Councilmember Neely stated that they have compromised and put in an additional 20 percent. She stated that Phoenix is seen as the big, bad person, but was there ever an intent to advance this project or was it all smoke and mirrors?

Mayor Scruggs stated that at the time the offer was made to accelerate the project, she understood STAN I was in the works.

Mayor Schoaf stated that he could speak with only partial personal knowledge because he was Mayor-elect at the time. Mayor Schoaf stated that as a lawyer, he saw the resolution and spoke to their city attorney and asked why this resolution was being passed because it included no obligation. He reported that the city attorney said it was an agreement to agree with no obligation. Mayor Schoaf said that the resolution then came to MAG, who accepted it as a commitment. Now the public believes the widening project is funded, but it is not. Mayor Schoaf stated that his council has not voted to commit to an obligation to pay anything on the construction aspect of I-10.

Chair Cavanaugh stated that he was involved in the acceleration from the beginning. He said that Goodyear expected to proceed with or without state or federal funding. Chair Cavanaugh stated that it would be great to get help, but they will proceed with or without it.

Mayor Barrett commented that the Regional Council should not be a slave to policy while people are dying on the highways. He moved to reimburse the local share with 80 percent and the program share with 20 percent. Mayor Shafer seconded. She called for the question to end the debate. Mayor Waterman seconded.

The roll call vote on the motion to end debate on the motion failed by a vote of 10 yes and 13 no, with Councilmember Barker, Mayor Lopez Rogers, Chair Cavanaugh, Mayor Schoaf, Mayor Winkler, Mayor Barrett, Mayor Shafer, Mayor Gamez, Mayor Badowski, and Mr. Arnett voting yes, and Mayor Bryant, Councilmember Esser, Mayor Dunn, Mayor Waterman, Councilmember Dickey, Mayor Scruggs, Mayor Hawker, Councilmember Neely, Mayor Sanders, Vice President Harvier, Mayor Manross, Mayor LeVault, and Supervisor Stapley voting no.

Chair Cavanaugh stated that the motion was open for debate.

Councilmember Dickey asked if any amount that was not \$10 million would result in delay. Chair Cavanaugh replied that was correct, because the issue would need to go back to the city councils. Councilmember Dickey asked the timeframe if the Regional Council reconsidered the \$10 million. Mr. Smith explained that if the Regional Council approved the allocation of the \$10 million, a recommendation would be sent to ADOT the following day, and cities would not need to go to their councils. Councilmember Dickey stated that she was trying to figure out how to move this forward as fast as possible. She commented that if the issue has to go back to the city councils, that could result in serious delays.

Mayor Barrett stated that he put forward the 80/20 reimbursement to make the cost more palatable to the three cities. He said that Mayor Lopez Rogers has indicated she will not waver from a 100 percent reimbursement. Mayor Barrett expressed that he was trying to find a compromise. He commented that his rationale was that 80 percent reimbursement is easier for the cities to accept than 40 percent.

Councilmember Esser asked Mr. Anderson the impact of a 14-day delay. Mr. Anderson replied that the completion of the project could be delayed, but that could be made up during construction. He explained

that the next Transportation Board meeting was September 21st and the Regional Council would need to take action by mid-September to make the Board agenda. If that milestone is missed, then it would have to wait until the October Board meeting. Mr. Anderson indicated that the timeline depends on how soon the city councils could act. Mr. Smith noted that the next regularly scheduled Regional Council meeting was September 26th.

Mayor Waterman stated that it seemed the main issue was inciting people to go to the Legislature. He said he felt it was either zero or the full \$10 million, because you cannot say you oppose it when you are willing to give something.

Mayor Manross said that she believed the message would be sent that the Regional Council is not comfortable with this process and is trying to adhere to MAG policy.

Chair Cavanaugh called for a roll call vote on Mayor Barrett's motion. The motion failed by a vote of seven yes and 15 no, with Chair Cavanaugh, Mayor Winkler, Mayor Barrett, Mayor Shafer, Mayor Gamez, Mayor Badowski, and Mr. Arnett voting yes, and Mayor Lopez Rogers, Mayor Bryant, Councilmember Esser, Mayor Dunn, Mayor Waterman, Councilmember Dickey, Mayor Scruggs, Mayor Schoaf, Mayor Hawker, Councilmember Neely, Mayor Sanders, Vice President Harvier, Mayor Manross, Mayor LeVault, and Supervisor Stapley voting no.

Chair Cavanaugh asked if anyone wanted to reconsider the 60/40 vote. Ms. Bisman reviewed the guidelines for reconsideration of a vote. Chair Cavanaugh announced a five minute break.

The Regional Council reconvened. It was noted that Mayor Sanders was present telephonically, and Councilmember Barker and Mr. Arnett had departed the meeting.

Ms. Bisman stated that if anyone wished to reconsider a past vote, it would require a motion to reconsider by someone who voted on the prevailing side and then a second by any member. Ms. Bisman stated that if the motion prevailed, a vote would be taken on the reconsidered motion itself.

Mayor Badowski commented that as much as it hurt him, this needed to be finalized tonight. He moved to reconsider the 60 percent local share /40 percent regional share motion. Mayor Winkler seconded.

Mayor Hallman rejoined the meeting by telephone.

A roll call vote was taken on the motion to reconsider. The motion passed by a vote of 12 yes and 8 no, with Councilmember Esser, Mayor Dunn, Chair Cavanaugh, Mayor Hawker, Mayor Winkler, Councilmember Neely, Mayor Sanders, Vice President Harvier, Mayor Manross, Mayor Hallman, Mayor Badowski, and Supervisor Stapley voting yes, and Mayor Lopez Rogers, Mayor Bryant, Mayor Waterman, Councilmember Dickey, Mayor Scruggs, Mayor Schoaf, Mayor Gamez, and Mayor LeVault voting no.

Mayor Hawker moved to approve the I-10 widening project for reimbursement of interest expenses according to the shared interest reimbursement of 60 percent local share and 40 percent regional share, not to exceed \$10 million and forward the recommendation to the State Transportation Board and for the MAG Executive Director to enter into an agreement with ADOT and the participating cities,

contingent upon cities going back to their councils confirming the dollar magnitude reflected on the blue table. Mayor Dunn seconded.

Chair Cavanaugh asked if there was further discussion of the motion. None was noted. A roll call vote was taken on the motion, which passed by a vote of 11 yes and 9 no, with Councilmember Esser, Mayor Dunn, Chair Cavanaugh, Mayor Hawker, Mayor Winkler, Councilmember Neely, Mayor Sanders, Vice President Harvier, Mayor Manross, Mayor Hallman, and Supervisor Stapley voting yes, and Mayor Lopez Rogers, Mayor Bryant, Mayor Waterman, Councilmember Dickey, Mayor Scruggs, Mayor Schoaf, Mayor Gamez, Mayor Badowski, and Mayor LeVault voting no.

Chair Cavanaugh noted that the Regional Council had approved a 60 percent reimbursement to the cities and the communities were charged with going to their councils. He said that they would report back to the Executive Director. Chair Cavanaugh noted that the briefing on agenda item #7 was not needed because the TPC member had been ratified under agenda item #5H. He noted that agenda item #8 had already been removed from the agenda and would be heard at a future meeting. Chair Cavanaugh expressed his appreciation to the Regional Council for their deliberations.

7. Geographic Representative for the Transportation Policy Committee

No presentation was provided on this item. No questions from the Council were noted.

At the July Regional Council meeting, the appointment of the representative for the geographically balanced seat on the Transportation Policy Committee (TPC) was discussed. The composition of the TPC was established by the Regional Council on April 24, 2002. As part of the TPC, three are selected from areas that need to be represented to achieve geographic balance, with the members selected from and by the under represented geographic area and ratified by the Regional Council. Interstate 17 is used as a boundary in determining geographic balance. With a recent resignation from the TPC from a member who was selected to achieve geographic balance, the question was raised if the agency held the seat or the member representing the agency held the seat. The MAG General Counsel was requested to provide guidance on this issue. This item was on the agenda for information and discussion.

8. The Interstate 10-Hassayampa Valley Transportation Framework Study

This agenda item was not considered.

Since May 2006, MAG has had the Interstate 10-Hassayampa Valley Transportation Framework Study underway for establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountains. A briefing will be provided about the results and potential recommendations that have been generated on the project. The present schedule for the project anticipates bringing the Hassayampa Valley project for MAG acceptance in September 2007.

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 8:45 p.m.

Secretary

Chair

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

September 6, 2007
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair	Supervisor Max Wilson for Supervisor
# Mayor Mary Manross, Scottsdale, Vice Chair	Don Stapley, Maricopa County
Councilmember Robin Barker, Apache Junction	# Mayor Keno Hawker, Mesa
Mayor Marie Lopez Rogers, Avondale	Mayor Ed Winkler, Paradise Valley
# Mayor Bobby Bryant, Buckeye	# Mayor Bob Barrett, Peoria
* Mayor Wayne Fulcher, Carefree	Councilmember Peggy Neely, Phoenix
Councilmember Dick Esser, Cave Creek	# Vice Mayor Gail Barney for Mayor Art
# Mayor Boyd Dunn, Chandler	Sanders, Queen Creek
# Mayor Fred Waterman, El Mirage	Vice President Martin Harvier for President
* President Raphael Bear, Fort McDowell	Diane Enos, Salt River Pima-Maricopa
Yavapai Nation	Indian Community
# Councilmember Ginny Dickey for Mayor Wally	# Mayor Joan Shafer, Surprise
Nichols, Fountain Hills	# Mayor Hugh Hallman, Tempe
# Mayor Fred Hull, Gila Bend	# Mayor Adolfo Gamez, Tolleson
* Governor William Rhodes, Gila River Indian	# Mayor Ron Badowski, Wickenburg
Community	# Mayor Michael LeVault, Youngtown
# Mayor Steven Berman, Gilbert	# Joe Lane, State Transportation Board
* Mayor Elaine Scruggs, Glendale	* Felipe Zubia, State Transportation Board
* Mayor Bernadette Jimenez, Guadalupe	# F. Rockne Arnett, Citizens Transportation
Mayor Thomas Schoaf, Litchfield Park	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 10:03 a.m.

A roll call attendance was taken.

2. Call to the Audience

Chair Cavanaugh noted that 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 are requested not to exceed a three minute time period for their comments. A total of 15 minutes is 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 noted that no public comment cards had been received.

3. Statewide Transportation Acceleration Needs (STAN) II Account – Interest Reimbursement Subaccount

Chair Cavanaugh thanked everyone for being available to attend this special meeting of the Regional Council. He stated that the requested action was for information, discussion and approval of allocating up to \$10 million in the Statewide Transportation Acceleration Needs Subaccount to the participating cities and to the Regional Freeway Program for interest reimbursement for the Interstate 10 widening project, and to forward the approval to the State Transportation Board for consideration and to authorize the MAG Executive Director to enter into an agreement with ADOT and the participating cities for the project to be eligible for reimbursement.

Chair Cavanaugh recognized public comment from Woody Thomas, who stated that he was tempted not to come to the meeting because it seemed that some views were hard set, but he thought he had one more opportunity to soften those views. Mr. Thomas stated that there has been discussion that this was an issue of large city versus small city, or East Valley versus West Valley, but those arguments can be ignored if one looks at the map approved under Proposition 400. He noted that the map shows that all of the freeways in the East Valley are built, and they are now improving intersections with Proposition 400 funds. Mr. Thomas commented on roadway deficiencies in the West Valley, such as the Paradise Freeway. He stated that he was particularly challenged with the City of Phoenix, whose boundaries reach to the West Valley and whose residents are impacted by I-10. Mr. Thomas stated that the Town of Buckeye dropped out of the acceleration because their segment of the project was five years out and would be covered under STAN I. He said that STAN II was to ensure that the original intent of STAN I to cover the I-10 widening costs. Mr. Thomas stated that the Regional Transportation Plan totals approximately \$16 billion. The state realized that \$300 million could help and wanted to see I-10 widened. Mr. Thomas read from the August 6, 2007 Executive Committee minutes where it was noted that the March 2000 MAG Acceleration Policy applied only to the regional freeway system, and did not include interstates. He noted that is pertinent to this conversation. Chair Cavanaugh thanked Mr. Thomas for his comments.

Mayor Winkler stated that this has been an intense topic for the past couple of weeks. He said he hoped that MAG could move on and address more productive things. Mayor Winkler moved to approve the allocation of \$10 million in the Statewide Transportation Acceleration Needs subaccount for interest reimbursement for the I-10 widening project with 70 percent, or \$7 million, allocated to the participating cities and 30 percent, or \$3 million, to the regional freeway program. Also to forward the approval to the State Transportation Board for consideration, and to authorize the MAG Executive Director to enter

into an agreement with ADOT and the participating cities for the project to be eligible for reimbursement. Mayor Shafer seconded.

Chair Cavanaugh stated that he echoed Mayor Winkler's comment that it was time to move on to address more productive things. He said that it was also important that the Regional Council leave the meeting in a cooperative and collaborative manner. Chair Cavanaugh called for discussion of the motion.

Mayor Shafer stated that she would go along with the motion, with reluctance, and felt the West Valley was not getting its just dues. She stated that she has been on the Regional Council longer than anyone, and had watched it happen. Mayor Shafer expressed her apologies to the three cities that they could not be given the entire amount.

Mayor Waterman stated that he took offense to the comments about moving on to something more productive.

Councilmember Dickey stated that if the objection to allocating the entire \$10 million was about a perceived circumvention of the process, then she questioned the percentage split. She commented that it seemed no amount other than the full \$10 million would be appropriate. Councilmember Dickey stated that she wanted to move forward and would support the compromise since it appeared the entire \$10 million was not going to be approved.

Mayor Gamez stated his agreement with Councilmember Dickey's comments and said that he would support the motion.

Mayor LeVault stated his agreement and said that it was time to move on and get it done.

Mayor Hull asked for clarification of the proposed allocation. Chair Cavanaugh stated that under the motion, the three cities would get \$7 million. The cities would be obligated as follows; Goodyear, \$1.56 million; Avondale, \$1.03 million; and Litchfield Park, \$80,000, to be paid over seven years.

Mayor Lopez Rogers expressed her thanks to Chair Cavanaugh for calling the meeting. She stated that he has taken a leadership role to get this project done and it is appreciated. Mayor Lopez Rogers expressed her thanks on behalf of the City of Avondale to all of the cities and towns who maintained their support as they worked to fix this problem for the region. Mayor Lopez Rogers stated that the City of Avondale has always been committed to improving I-10, the only uncertainty was the funding source to accomplish that goal. She said that she believed the Legislature recognized the inequity of STAN I and their solution was to provide \$10 million for interest costs of the I-10 widening. Mayor Lopez Rogers stated that the Regional Council rejected that proposal and offered other alternatives. The alternative of 70 percent allocation is the best option they can hope for. Mayor Lopez Rogers stated that in the spirit of regionalism and to advance this project, she would support this alternative. She mentioned that full funding was supported by members of the Regional Council. Mayor Lopez Rogers stated that she would like to extend an invitation to discuss at another time the protocol for using a weighted vote. She extended her thanks to MAG staff, the West Valley partners, Phoenix, and the East Valley cities for their participation in working toward a solution. Mayor Lopez Rogers thanked the

legislators, especially Representative John Nelson, and the Governor, for doing the right thing. She requested that everyone join her and vote yes on the motion.

Mayor Bryant stated that he was in total support of the legislators' decision to provide this funding for I-10 and he would support the motion.

Mayor Dunn stated that he would vote yes on the motion. He said that he was glad to have the issue resolved. He encouraged the Regional Council to stay true to its existing policies and procedures because MAG has a daunting task to complete the Regional Transportation Plan. Mayor Dunn stated that the policies and procedures adopted along the way will allow MAG to do that.

Mayor Schoaf stated that it is important to stay true to principles as a body and as individuals. He said that it is also important to recognize past transactions that brought about Proposition 400, which gave the region the ability to start work on roads. Mayor Schoaf expressed that it was troubling to see the differences in the level of freeway service some residents have. He said he realized this was due in part to population shifts. Mayor Schoaf stated that there are ways to reach compromises which impact the ability to deal with others going forward. He said that he could not say this process was good for the Valley. Mayor Schoaf stated that the Legislature made a policy determination when they decided to allocate \$10 million to I-10. He commented that he did not think there was anyone who disputed that I-10 is an interstate that benefits everyone. Mayor Schoaf expressed his disappointment there were divisions that were unnecessary. He stated that he would vote yes on the motion, but he was not satisfied with the compromise or with the process.

Mayor Barrett stated that without a doubt, process is important, but the overriding issue is fairness. He stated that this did not meet the test, and therefore, he would vote no.

Councilmember Neely addressed the cities of Avondale, Goodyear, and Litchfield Park. She stated that this has been a trying process for everyone and no one is leaving 100 percent satisfied. She stated that MAG is in the second year of Proposition 400 and integrity is needed in that process. Councilmember Neely stated that she wanted to leave this room as a regional group. She stated that MAG works on regional issues. Councilmember Neely stated that just one week ago, cities came together to help the City of Avondale with fire issues. In addition, Phoenix works on communications and homeless issues with the West Valley. Councilmember Neely stated that this is not an East Valley/West Valley issue. She stated that Phoenix still has regionalism, and expressed her thanks for everyone coming together and moving forward. Councilmember Neely stated that she still believed in this process and would be voting yes on the motion.

Mayor Manross said that her comments echoed those of Mayor Dunn's. She expressed that she was very disappointed in what brought the Regional Council here today. Mayor Manross stated that she did not think a process with integrity was followed, and she would not want to be a part of something like that again. Mayor Manross stated that MAG needs to clarify and strengthen its policies and procedures to make it clear that all are part of a regional body, and everyone does not get everything they want or the way they want it. She commented that she could point out a few procedural items that were incorrect or outright wrong, but would support the motion and ask that the Regional Council not find itself in this position ever again.

Mayor Hallman expressed his concern on how this project came to be accelerated. He stated that the acceleration was based on the agreement that interest costs would be advanced by the cities. Mayor Hallman stated that other projects were not accelerated because other cities could not take on the burden of paying the interest costs. He stated that if agencies find themselves on the short end of the stick in the next round, they need to recall this exercise and agree to a compromise that might not make them happy.

Supervisor Wilson stated that he would vote yes on the motion and would not leave happy. He stated that he wanted to a re-examination of the process. Supervisor Wilson expressed his disappointment that the Legislature supported this, appropriated money on both sides, and soon there was arguing about it. Supervisor Wilson stated that he was not going to lose a friend over it, but wanted a review of the process.

There being no further discussion, Chair Cavanaugh called for a vote on the motion, which passed by a vote of 24 yes, and Mayor Barrett voting no.

Chair Cavanaugh complimented members on their professional manner in delivering their comments. He said that it is imperative that members continue to work together. Chair Cavanaugh encouraged members to come back full power and do the right things for the region's people.

There being no further business, the Regional Council meeting adjourned at 10:30 a.m.

Chair

Secretary



TRANSPORTATION DIVISION

Arterial Life Cycle Program (ALCP) – Status Report January – June 2007

ALCP Project Status: January - June 2007

Fiscal Year (FY) 2007 was the first full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). During that time, eighteen ALCP project overview reports were prepared by the lead agencies for projects in FY07. This brought the total of project overview reports submitted to twenty. Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. In FY07, sixteen project agreements were executed, bringing the total number of signed project agreements reports to seventeen. The Maricopa Association of Governments (MAG) anticipates that an additional 20 agreements will be executed during FY 2008.

The start of Fiscal Year 2008 (FY08) marks the beginning of the second full fiscal year of the implementation for the Arterial Life Cycle Program (ALCP). The ALCP has 39 projects programmed for work in Fiscal Year 2008. The work programmed varies from studies, pre-design, design, purchasing right-of-way, and construction. In addition to the work programmed, \$75 million is programmed for reimbursement in FY08. Tables 1 (see end of status report) summarize the status of current and advanced projects programmed this fiscal year.

ALCP REVENUE AND FINANCE

ALCP Projects may receive funding from one or more sources, which include:

- Regional Area Road Funds (RARF),
- Surface Transportation Program – MAG Funds (STP-MAG), and,
- Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ).

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. To date, more than \$57.1 million Regional Area Road Funds have been collected for the arterial account. Of that, seventy-two percent, or over \$41 million, was collected in FY07. As of the end of the fiscal year, the RARF account balance was \$39,470,667.80. Table 2 provides a breakdown of RARF revenues between January and June 2007 by mode.

TABLE 2 January-June Regional Area Road Fund (RARF) Collections				
	Freeways	Arterial Streets	Transit	Prop. 400 (total)
January	\$ 21,890,178	\$ 4,089,802	\$ 12,970,515	\$ 38,950,495
February	\$ 17,684,074	\$ 3,303,964	\$ 10,478,286	\$ 31,466,323
March	\$ 17,368,324	\$ 3,244,972	\$ 10,291,196	\$ 30,904,492
April	\$ 19,637,656	\$ 3,668,957	\$ 11,635,836	\$ 34,942,449
May	\$ 17,955,055	\$ 3,354,592	\$ 10,638,849	\$ 31,948,497
June	\$ 18,308,378	\$ 3,420,605	\$ 10,848,203	\$ 32,577,186
Total	\$ 112,843,666	\$ 21,082,891	\$ 66,862,884	\$ 200,789,442

Because the RARF is based on sales tax, actual revenues differ from estimates generated by the Arizona Department of Transportation. Table 3 describes the actual and estimated RARF revenues from January to June 2007.

TABLE 3 Regional Area Road Fund (RARF) Collections Estimate v. Actual (January-June 2007)			
	Estimate Total RARF	Actual Total RARF	% Difference
January	\$ 39,718,000	\$ 38,950,495	-1.9%
February	\$ 30,940,000	\$ 31,466,323	1.7%
March	\$ 31,916,000	\$ 30,904,492	-3.2%
April	\$ 35,741,000	\$ 34,942,449	-2.2%
May	\$ 33,541,000	\$ 31,948,497	-4.7%
June	\$ 34,193,000	\$ 32,577,186	-4.7%
Total	\$ 206,049,000	\$ 200,789,442	-2.6%

END OF YEAR ANALYSIS

The end of FY07 also coincided with the end of the first full year of ALCP implementation. Three projects were completed and 77 projects were changed. Table 4 summarizes the number of ALCP project changes by type.

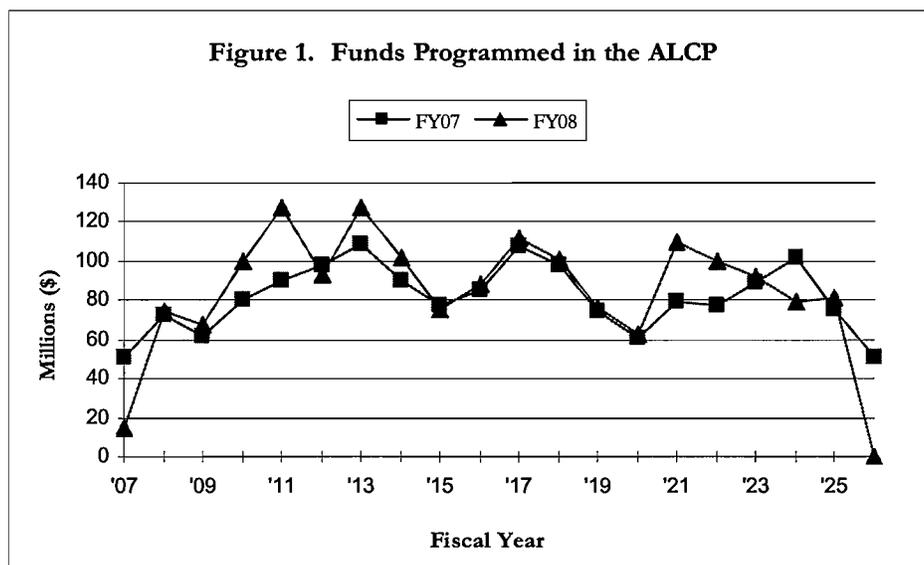
Project changes had a direct impact on the ALCP budget, which resulted in a shift of planned ALCP reimbursements. Programmed reimbursements fluctuated in every year programmed between FY07 and FY08 versions of the ALCP. Figure 1 demonstrates the shift in total programmed ALCP funding between in the FY07 and FY08 versions of the ALCP.

Table 4. ALCP Project Changes

Project Change	ALCP Projects
Advanced	14
Deferred	30
Segmented	5
Exchanged	3
Rescoped	6
Add/Change Work Phases	4
Misc.	15
Total	77

Although \$51.2 million was programmed for reimbursement in FY07, lead agencies only requested \$14.5 million in project reimbursements. In FY07, MAG reimbursed lead agencies for \$14.2 million in project expenses. Since the inception Arterial Life Cycle Program, lead agencies have been reimbursed for more than \$21 million for eligible expenses.

By the end of FY07, almost \$37 million of programmed reimbursements were redistributed due to project deferments or other project-related changes. Of that \$37 million, \$18 million were Regional Area Road Funds and \$19 million were STP-MAG Funds.



The largest increase in reallocated programmed reimbursements occurred in FY11. The FY07 ALCP programmed \$90.3 million of reimbursements for FY11. However in the FY08 ALCP, reimbursements increased by \$36.9 million to \$127.2 million. The largest decrease in reallocated programmed reimbursements, aside from those in FY07, occurred in FY26. In the FY07 version of the ALCP, \$50.6 million of reimbursements were programmed in FY26. Due to reallocations, FY26 reimbursements decreased to \$0 in the FY08 version of the ALCP. The average change in reimbursement programming was \$37 million. This is to say that on average \$37 million of programmed funds were affected by some type of project change (i.e. deferral).

Current and Upcoming Events

The next meeting for the ALCP Working Group will be held on September 6th at 2:30 P.M. in the Cholla Room at Maricopa Association of Governments Offices. Currently, the agenda for the meeting includes end of year findings, project requirement forms, and ALCP policies and procedures. To suggest additional agenda items for this meeting, please email chopes@mag.maricopa.gov.

This is the fifth 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 are available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.

Fiscal Year 2007-2008 Arterial Life Cycle Program Schedule

Please Note: ALCP Administrative Adjustments and ALCP Amendments will go through the MAG Committee Process as necessary, as part of a transportation project change agenda item for required action.

August	MAG Staff to work with ITS Committee regarding ALCP (ITS funded projects for FY2009-2013)
September	6th ALCP Working Group Meeting: 2:30-4:00 p.m., MAG-Cholla Room
	12th Management Committee: ALCP Status Report*
	19th Transportation Policy Committee: ALCP Status Report*
	26th Regional Council: ALCP Status Report*
November/ December	Release ALCP project information for annual ALCP update
December	Lead Agencies and MAG Staff work on updating project information
January	7th Information due for ALCP projects in 2008-2013 for the TIP Report
	ALCP Status Report for the Transportation Review Committee*
February	8th Information due for ALCP projects in 2014-2026 for the RTP Update
	ALCP Status Reports for the Management and Transportation Policy Committees and the Regional Council*
	Transportation Review Committee recommends the TIP Report and RTP Update
March	Management and Transportation Policy Committees and the Regional Council recommend the TIP Report and RTP Update
April	Final review of updated information for FY08 ALCP by the ALCP Working Group
April/May	TIP Report and RTP Update undergo Air Quality Conformity Analysis
May	Present Draft FY2009 ALCP to the Transportation Review Committee
June	Present Draft FY2009 ALCP and FY2009 ALCP Schedule to the Management and Transportation Policy Committees and the Regional Council

* Dates are subject to change

TABLE 1
ARTERIAL STREET LIFE CYCLE PROGRAM
January - June 2007, Project Status of Projects Underway
(2006 and Year of Expenditure, Dollars in Millions, Consistent with the FY07 - February 28, 2007 ALCP)

Lead Agency & Facility	Project Requirement PO = Project Overview, PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY07	Estimated Future Reimb. FY 2008-2026 (2006\$)	Reimb. To Date	Exp. through FY 2007 (YOES)	Estimated Future Exp. FY 2007-2026 (2006\$)			
CHANDLER										
Arizona Ave. at Chandler Blvd.	PO, PA	C/O		3.464		7.376	0.000	2014	2006	Project is completed.
Arizona Ave. at Elliot Rd.	PO, PA	C		3.464		5.189	0.000	2022	2006	
Arizona Ave. at Ray Rd.	PO, PA	C	3.464	0	3.464	5.192	1.394	2007	2007	Construction is 90% complete.
Chandler Blvd. at Dobson Rd.	PO, PA	D	1.32	2.144	0.018	0.336	7.349	2007-2008	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	2022	2008	This segment has been advanced. Design will begin in FY07.
Queen Creek Rd.: Arizona Ave. to McQueen Rd. - Segment A		C		4.026				2012	2007	
Ray at Alma School Rd.	PO, PA	D	0.357	3.107			9.709	2007-2009	2009	
Ray at McClintock (NE Corner Only)	PO	D, R, C		3.464			8.603	2011	2007 & 2010	The NE corner of the project is being advanced and will be constructed in 2007. The design is underway.
GILBERT										
Vail Vista Rd: Warner Rd. to Pecos Rd.	PO, PA	C/O	3.464	6.705	3.464	15.271	0.497	2007-2008, 2014	2006	Project Complete.
Warner Rd. at Cooper Rd.		R	1.316	2.148			5.619	2007-2008	2008	
MARICOPA COUNTY										
Dobson Rd, Gilbert Rd, McKellips Rd: Bridge over Salt River		S		42.797				2015	2015	Three ALCP Bridge Projects are being studied together.
El Mirage Rd: Jomax Rd. to Northern Ave. - All Segments		S, D		53.078				2008-2010, 2013-2018	2018	Two El Mirage Projects are being studied as a corridor.
Northern Ave.: Dysart Rd. to SR-303L - PHASE 1		P, D, R	19.016	38.766		3.5	104.4	2007-2011	2010	
MIC/MESA										
Power Rd: East Maricopa Floodway (EMF) to Galveston - Segment A		D, R	2.587	6.826			11.107	2007-2008	2008	
Power Rd: Baseline Rd to East Maricopa Floodway (EMF) - Segment B	PO, PA	D, C, R	2.684	4.552			10.000	2007-2009	2007	
MESA										
Broadway Rd: Dobson Rd. to Country Club Dr.	PO, PA	D	0.473	6.343			14.962	2007-2009	2009	
Country Club Dr. at University Dr.	PO, PA	D		2.57			6.995	2017	2009	
Dobson Rd. at Guadalupe Rd.	PO, PA	D	0.14	2.43		0.110	3.841	2007-2009	2009	Design 30% Complete
Gilbert Rd at University Dr.	PO, PA	C		2.57			8.100	2021	2008	

Lead Agency & Facility	Project Requirement PO = Project Overview, PA = Project Agreement	Status S=Study, P=Pre-Design, D=Design, R=ROW, C=Const, C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY07	Estimated Future Reimb. FY 2008-2026 (2006\$)	Reimb. To Date	Exp. through FY 2007 (YOE\$)	Estimated Future Exp. FY 2007-2026 (2006\$)			
Greenfield Rd: Baseline Rd. to Southern - Segment A	PO, PA	R	1.401	3.767			5.402	2007-2008	2008	
Greenfield Rd: Southern Rd. to University Rd. - Segment B		P	0.345	4.432				2007-2010	2010	
McKellips/Greenfield, McKellips/Higley, and McKellips/Val Vista Intersection Improvements		P	0.121	7.944		0.170	11.517	2007-2010	2010	
Southern Ave: Country Club Dr at Stapley	PO, PA	P	0.121	11.639		0.170	16.800	2007, 2009-2011	2011	
Thomas Rd: Gilbert Rd. to Val Vista Dr.		D	0.346	4.794			7.269	2007-2009	2009	
PEORIA										
Beardsley Road Project	PO	D, R		21.343			30.700	2011-2012	2009	Design is underway and reimbursement will be in Phase 2.
Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd-Segment A and C		D, R		12.644			47.200	2022, 2024	2008	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	14.29	28.050	48.089	2006-2007, 2012-2013	2006	Construction is 60% complete.
PHOENIX										
Happy Valley Rd: I-17 to 35th Avenue	PO, PA	C/O		5.259		7.648		2023	2005	The Project is complete.
Happy Valley Rd: 35th Avenue to 43rd		D		2.932			2.738	2023	2009	
Happy Valley Rd: 43rd to 55th Avenue	PO, PA	D		2.539			3.111	2024	2009	
SCOTTSDALE										
SR-101L North Frontage Rd: Hayden to Scottsdale Rd-Segment A	PO	D,R,C	5.474	5.474			8.729	2007	2007	
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P,D,R	1.191	4.341				2007-2008	2007	
SR-101L South Frontage Rd: Hayden to Pima		P	0.123	12.616				2007-2010	2010	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak - Segments A and B		D, R		30.573				2011-2015	2010	
Shea Blvd: SR-101L to SR-87 - All Segments		D,R,C		21.343				2021-2024	2008	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 18, 2007

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT received 709 Red Letter notifications in the period from January 1, 2007 to June 30, 2007. In addition to the 181 separate examples attached, ADOT has requested a complete set of plans for the developments and a plan review on an additional 195 notifications. The 195 additional notices included zoning changes and/or general plan amendments that would put future developments

adjacent or very close to ADOT right-of-way that would cause concerns. The ADOT Red Letter coordinator also received 84 telephone, mail, and/or email notifications of possible impact to the State Highway System. The 84 telephone, mail, and/or email notifications consisted of 25 notifications on the Estrella Corridor, 303 Loop and 26 on the South Mountain, 202 Loop, 20 on the I-10 Reliever and 13 on the 303 Loop south of I-10.

PUBLIC INPUT:

No comments were received at the August 23, 2007 meeting of Transportation Review Committee or at the September 12, 2007 Management Committee meeting.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the September 12, 2007 agenda for information and discussion.

MEMBERS ATTENDING

- | | |
|--|--|
| Jan Dolan, Scottsdale, Chair | Darryl Crossman, Litchfield Park |
| Charlie McClendon, Avondale, Vice Chair | Christopher Brady, Mesa |
| # Bryant Powell for George Hoffman,
Apache Junction | Tom Martinsen, Paradise Valley |
| Dave Wilcox, Buckeye | Terry Ellis, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| * Usama Abujbarah, Cave Creek | John Kross, Queen Creek |
| Mark Pentz, Chandler | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Pat Dennis for B.J. Cornwall, El Mirage | Doug Sandstrom for Jim Rumpeltes,
Surprise |
| Alfonso Rodriguez, Fort McDowell
Yavapai Nation | Jeff Kulaga, Tempe |
| # Tim Pickering, Fountain Hills | Reyes Medrano, Tolleson |
| * Lynn Farmer, Gila Bend | Gary Edwards, Wickenburg |
| * Joseph Manuel, Gila River
Indian Community | Lloyce Robinson, Youngtown |
| George Pettit, Gilbert | Bill Hayden for Victor Mendez, ADOT |
| Jessica Blazina for Ed Beasley, Glendale | David Smith, Maricopa County |
| Brian Dalke, Goodyear | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |
| * Mark Johnson, Guadalupe | |

* Those members neither present nor represented by proxy.

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

Transportation Review Committee: This item was on the August 23, 2007 agenda for information and discussion.

MEMBERS ATTENDING

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

Eric Anderson, MAG, (602) 254-6300, or Louis Malloque, ADOT (602) 712-8755.



Intermodal Transportation Division
 206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
 Governor

Victor M. Mendez
 Director

Sam Elters
 State Engineer

July 12, 2007

Mr. Dennis Smith
 Executive Director
 Maricopa Association of Governments
 302 North First Avenue, Suite 300
 Phoenix, Arizona 85003

RE: Report of Red Letter Notifications from January 1, 2007 to June 30, 2007

Dear Mr. Smith:

This letter is submitted to inform you of "Red-Letter" notifications received by this office for the period January 1, 2007 – June 30, 2007. During this period, the following numbers of notifications were received from various local agencies, as well as directly from various individual developers, architects, engineers and attorneys in the metropolitan area:

<u>LOCAL AGENCIES</u>	<u>NOTICES</u>
City of Avondale	15
Town of Buckeye	08
City of Chandler	68
City of El Mirage	02
Town of Gilbert	38
City of Glendale	03
City of Goodyear	80
City of Mesa	57
City of Peoria	37
City of Phoenix	71
City of Scottsdale	06
City of Surprise	131
City of Tempe	01
Maricopa County	99
Wickenburg	15
Casa Grande	07
State Land	29
Various Entities	42
<u>TOTAL NOTICES RECEIVED</u>	<u>709</u>



2001 Award Recipient

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July 12, 2007

ADOT expends both time and resources to ensure that encroachments, traffic movements, access, and our engineering staff review drainage issues. Some of these issues are easily resolved, while others take specific design requirements. Communication is the key and the Red Letter Process is an excellent tool.

In addition to the 181 separate examples attached, ADOT has requested a complete set of plans for the developments and a plan review on an additional 195 notifications. The 195 additional notices included zoning changes and/or general plan amendments that would put future developments adjacent or very close to ADOT right of way, which would cause concerns. The Department appreciates the opportunity to communicate with both local agencies and developers as early as possible in the planning/design process. The "Red Letter" coordinator also received 84 telephone mail, and/or e-mail notifications of possible impact to the State Highway System. The 84 telephone, mail and/or e-mail notifications consisted of 25 notifications on the Estrella Corridor, 303 Loop and 26 on the South Mountain, 202 Loop, 20 on the I-10 Reliever and 13 on the 303 Loop south of I-10

Overall the "Red Letter" program is working well. We have responded to all notifications received during this reporting period. The Department appreciates the cooperation of MAG members so that we may continue to improve the lines of communication. An ADOT Right of Way Project Management staff member, Louis Malloque (602-712-8755), is available to answer questions and continues to meet with local agency planning and zoning staff to review the Red Letter process. My office can also provide current information on planned highway corridors such as the South Mountain, I-10 Reliever, 202 Loop and the Estrella Corridor, 303 Loop.

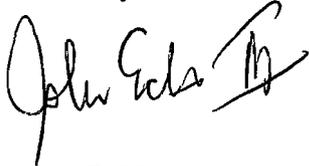


2001 Award Recipient

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Should you have any questions, you may contact me at 602-712-7900 or by fax at 602-712-3051, or in writing at 205 S. 17th Avenue, Right of Way Project Management Section. Suite 349 MD 612E, Phoenix, Arizona 85007.

Sincerely,



John Eckhardt III, Manager
Right of Way Project Management
JE: lm

cc Victor Mendez, ADOT Director
Bill Hayden, Special Assistant to Regional Freeway System

Attachment



Maricopa Association of Governments Report of Red Letters

Of the 709 notices received, 181 had an impact on the Regional Freeway System. These 181 notices are summarized as follows:

Avondale:

1. I-10 and McDowell Road, there were 3 separate “Red Letters” received concerning commercial site plans. Some possible issues could be drainage, encroachments, permits and access. ADOT also asked the developer to work closely with ADOT and to be sure and keep ADOT informed on all matters throughout the development process. ADOT requested copies of all the development plans.
2. I-10 and 117th Avenue, there were 2 separate “Red Letters” received concerning residential site plans. Some possible issues could be drainage, encroachments, permits and access. ADOT reminded the City and developer that all noise mitigation would be the responsibility of the developer. ADOT also told the City and developer the development would have a visual sight of the highway.
3. 67th Avenue and Broadway Road, there was a “Red Letter” received concerning a residential site plan. ADOT told the City and developer that this development would be in the I-10 Reliever/ SR 801 Corridor. ADOT and HDR Engineering, Inc. provided a plat of the development with a “clear take line” high-lighted on the plat.
4. Avondale Boulevard and Broadway Road, there was a “Red Letter” received concerning a residential site plan. ADOT told the City and developer that this development would be in the I-10 Reliever/ SR 801 Corridor. ADOT and HDR Engineering, Inc. provided a plat of what the outcome of the SR 801 would have on the development and a few concerns:
 - A. The proposed local streets that cross the freeway alignment would need to be resolved (i.e. dead-end the streets, pass under or over the freeway, etc.)
 - B. The drainage elements associated with the PAD and freeway would need to be coordinated.

- C. At El Mirage Road, the freeway would be elevated over the crossroad at this site if this alignment were to be chosen as the preferred alternative. This would require the relocation of the two high voltage overhead power lines leading into the Rudd Substation. New easements would be required, which could result in even more disruption to the PAD than is shown for the SR 801 corridor.
 - D. The southwest corner of Broadway Road and Avondale Boulevard is the location where the confluence of the Durango Regional Conveyance Channel and SR 801 drainage channel would occur. It is possible that large areas would be required in this area to accommodate detention basins that may be needed to at the confluence to connect these two systems together.
5. Avondale Boulevard and Coldwater Springs Boulevard, there was a "Red Letter" received concerning a residential site plan. ADOT told the City and developer that this development would be in the I-10 Reliever/ SR 801 Corridor. ADOT asked the developer to contact the ADOT Project Coordinator as soon as possible.
 6. I-10 and El Mirage Road, there was a "Red Letter" received concerning a commercial site plan. ADOT informed the City and developer there were concerns over access, encroachments, drainage facilities and traffic safety.
 7. 127th Avenue and Garfield Road, there were 2 separate "Red Letters" received concerning commercial site plans. ADOT informed the City and developer the development could be affected by the I-10 widening project and to contact the Project Coordinator as soon as possible.

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July 12, 2007

Town of Buckeye:

1. S R 85 & Southern Avenue, there were 2 separate "Red Letters" received concerning site plans. Some possible issues could be drainage, encroachments, permits and access. ADOT requested a traffic study and a copy of the all plans. ADOT asked the developer to contact the ADOT Project Coordinator, as this development will be in the SR 85 widening project.
2. I-10 and 315th Avenue, 2 separate "Red Letters" were received concerning an area plan. ADOT recommended the developers contact the ADOT Phoenix District Office to help prevent encroachments, make sure all boundary lines are correct and access issues. There were concerns of drainage due to the site abutting an ADOT retention basin. ADOT requested a traffic study and a full set of plans.
3. I-10 and SR 85, 2 separate "Red Letters" were received concerning a General Master Plan. ADOT informed the City that while the plan did not affect ADOT right of way, the development would. ADOT requested all development plats and asked to be kept informed of all stages of development, since it some of the development could affect ADOT.
4. Airport Road and Van Buren Street, a "red Letter" was received concerning a site plan. ADOT requested a copy of the site plan and all developments plans. This site plan could be close to I-10 Highway.

Chandler:

1. 202 Loop (Santan) & SR 87, 4 separate "Red Letters" were received concerning residential preliminary plats. ADOT recommended the developer contact ADOT's Phoenix District Office to help prevent encroachments, noise mitigation and make sure all boundary lines are correct. There were concerns of drainage due to the site abutting an ADOT retention basin. ADOT also informed the developer a permit would be necessary in order to access this site. ADOT requested a full set of plans and to be kept informed of development.



2. 202 Loop/Santan and McClintock Drive, 2 separate “Red Letters” were received concerning a residential plat. ADOT informed the City and developer that they must work closely with ADOT throughout the development process due to the development’s proximity to ADOT Right of Way. There were concerns of drainage due to the site abutting an ADOT retention basin. ADOT also informed the developer a permit would be necessary in order to access this site and that noise mitigation would be the developer’s responsibility. ADOT also requested a copy of the final plat to review and comment on.
3. 202 Loop and Alma School Road, 2 separate “Red Letters” were received concerning proposed commercial site plats. ADOT reminded the City the developments abutted ADOT R/W and there could be issues with encroachments, traffic flow, and drainage especially since it abuts ADOT retention basin, and they would need permits for access. ADOT also requested copies of all plats and especially the final plats to review and comment on. ADOT requested 2 weeks to review and comment on the final plats when ready.
4. 202 Loop and Willis Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested 2 weeks to review and comment on the final plats when ready.
5. S R 87 and Elliot Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT requested a set of full plans and to be kept in contact on this development. ADOT also informed the developer that there were concerns over drainage, encroachments, traffic flow, and permits for access and noise mitigation. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested 2 weeks to review and comment on the final plats when ready.



6. S R 87 and Chandler Heights Boulevard, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
7. S R 87 and Ray Road, a “Red Letter” was received concerning a proposed monument signage. ADOT has concerns over the placement of signs, how they are to be erected, and if there will be any visual distractions to the driving public. ADOT also reminded the City that if the developer needs to access ADOT R/W they will need an access permit and/or encroachment permit. ADOT requested all sign plans be submitted for review and further comments.
8. I-10 and Galveston Street, 2 separate “Red Letters” were received concerning final site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. The developer’s design consultant called and said they would not be utilizing any ADOT right of way and would not use the ADOT drainage.
9. 101 Loop (Pima Freeway) and Chandler Boulevard, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on.

Town of Gilbert:

1. 202 Loop and Williams Field Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on. Alliance Residential Company sent a letter stating there will be no vehicular access on or to the Santan (202), and no impediment to ADOT drainage.



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2. 202 Loop and Lindsay Road, 2 separate “Red Letters” were received concerning proposed residential site plats. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plats to review and comment on.
3. 202 Loop and Val Vista Drive, 4 separate “Red Letters” were received concerning proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plats to review and comment on.
4. Val Vista Drive (Williams Gateway Freeway Corridor) and Driver’s Way, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City this development could be in the planned Williams Gateway Freeway Corridor. ADOT requested the developer contact ADOT as soon as possible (contact information was given). ADOT also requested copies of all plats and especially the final plat to review and comment on.

City of Goodyear

1. SR 238 and 75th Avenue, 5 separate “Red Letters” were received concerning proposed residential site plats. ADOT informed the City these developments were in the SR 238 Widening Study and there could be concerns. ADOT asked for all development plans to be sent for review and comments, since this huge site weaves in and out of ADOT right of way.
2. Perryville Road and Broadway Road, a “Red Letter” was received concerning a commercial preliminary plat. ADOT informed the City this development was in the I-10 Reliever area and the developer needed to contact ADOT right a way about this development.
3. Sarival Avenue and Elwood Street, 3 separate “Red Letters” were received concerning commercial preliminary plats. ADOT informed the City this development was in the I-10 Reliever area and the developer needed to contact ADOT right a way about this development.



4. Sarival Avenue and Lower Buckeye Road, 3 separate “Red Letters” were received concerning a commercial site plats. ADOT informed the City these developments were in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
5. 183rd Avenue and Yuma Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
6. Citrus Road and Lower Buckeye Road, 2 separate “Red Letters” were received concerning proposed residential site plats. ADOT informed the City these developments were in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
7. Sarival Avenue and Broadway Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
8. I-10 and Estrella Parkway, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the I-10 widening project and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.

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9. Cotton Lane and Yuma Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the SR 303 South Corridor Study and there could be concerns. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
10. Queen Creek Road and Patterson Road/ I-10 to SR 801, a “Red Letter” was received concerning a proposed residential/commercial site plat. ADOT informed the City this development was in the I-10 Reliever Corridor Study and the SR 303 Loop South. ADOT asked that the developer contact ADOT about these developments. ADOT also asked to be kept apprised during all phases of the developments.
11. SR 303 Loop and Canyon Trails Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
12. SR 303 Loop and Yuma Road, a “Red Letter” was received concerning a proposed residential site plat parcel 3. ADOT informed the City this development was in the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
13. I-10 and McDowell Road, 4 separate “Red Letters” were received concerning proposed Commercial site plats. ADOT informed the City this development was in the I-10 Widening Project and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
14. I-10 and 183rd Avenue, a “Red Letter” was received concerning a proposed residential site plat. ADOT informed the City this development was in the I-10 widening Project as well as the I-10 Reliever Corridor Study and there could be concerns. ADOT asked to be kept apprised during all phases of the development.



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15. I-10 and Litchfield Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the I-10 Widening Project and there could be concerns. ADOT asked to be kept apprised during all phases of the development.
16. I-10 and McDowell Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City this development was in the I-10 Widening Project and there could be concerns. ADOT asked to be kept apprised during all phases of the development.

Maricopa County:

1. I-10 West and out by Tonopah/Hassayampa, 3 separate “Red Letters” were received concerning the master development plans of different areas along I-10. ADOT reminded the County that there would be no noise mitigation, drainage facilities must not be disturbed or impeded. ADOT also told the County if the developer needed to enter or use ADOT right of way a permit would be necessary. ADOT asked the developer to contact the ADOT plans technician to verify the boundary lines. ADOT reminded the County that all noise mitigation was the responsibility of the developer.
2. I-10 and 339th Avenue, 5 separate “Red Letters” were received concerning proposed commercial plats. ADOT had several areas of concern; ADOT needs to review all development plans for access, encroachments, boundary lines, drainage and traffic flow. The developers need a permit to use ADOT right of way. ADOT would like to be kept apprised of the progress on these developments.
3. I-10 and 395th Avenue to 415th Avenue, a “Red Letter” was received concerning a residential preliminary plat. ADOT asked the developer for an anticipated traffic count to the highway, also reminded them a permit would be necessary to access ADOT R/W, drainage must not be impeded, encroachments and noise mitigation.



4. 303 Loop and Happy Valley Road, a “Red Letter” was received concerning a Comprehensive Plan Amendment. ADOT reminded the County any development plans would need to be submitted for review and comments since they would be in ADOT right of way.
5. 303 Loop and Northern to Olive Avenues, a “Red Letter” was received concerning a residential site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, noise mitigation is the responsibility of the developer, watch for encroachments onto ADOT R/W and have the developer submit a traffic study.
6. U S 60 (Grand Avenue) and between Wittman and Circle City, a “Red Letter” was received concerning a residential site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
7. SR 87 and Hunt Highway, a “Red Letter” was received concerning a commercial site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
8. I-17 and New River Road, a “Red Letter” was received concerning a commercial site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
9. SR 74 and 235th Avenue, a “Red Letter” was received concerning a residential site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.
10. 202 Loop and Gilbert Road, a “Red Letter” was received concerning a proposed outdoor signage. ADOT has concerns over the placement of signs, how they are to be erected, and if there will be any visual distractions to the driving public. ADOT also reminded the City that if the developer needs to access ADOT R/W they will need an access permit and/or encroachment permit. Since this “Red Letter” was received ADOT has issued a sign encroachment permit.

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11. 202 Loop (Santan) and Hawes Road, a “Red Letter” was received concerning a proposed “retail-shopping center. ADOT had many concerns; drainage, access, encroachments, traffic flow and boundaries. ADOT requested the developer contact ADOT plans technician to help verify all areas of concern and to send large plats to them. ADOT also requested extra time to review the final plans when ready.
12. SR 85 and Patterson Road, a “Red Letter” was received concerning a residential site plat. ADOT reminded the County there were drainage facilities in that area, permit would be necessary to access ADOT R/W, and watch for encroachments onto ADOT R/W.

City of Mesa:

1. U S 60 (Superstition Freeway) Ellsworth Road and Warner Road 2 separate “Red Letters” were received concerning a proposed commercial shopping center outdoor sign. ADOT requested the developer contact ADOT Permit Department to help verify the sign would not cause a safety hazard for the driving public. ADOT also requested to be kept informed.
2. Baseline Road and Crimson Road (Near US 60); a “Red Letter” was received concerning a proposed outdoor signage. ADOT has concerns over the placement of signs, how they are to be erected, and if there will be any visual distractions to the driving public. ADOT also reminded the City that if the developer needs to access ADOT R/W they will need an access permit and/or encroachment permit. ADOT also requested extra time to review the final plans when ready.
3. Power Road and South of Ray Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City this development could be in the planned Williams Gateway Freeway Corridor. ADOT requested the developer contact ADOT as soon as possible (contact information was given). ADOT also requested copies of all plats and especially the final plat to review and comment on.



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4. Val Vista Drive and Thomas Road, , 2 separate “Red Letters” were received concerning commercial site plats. ADOT informed the City these developments were in the ADOT Widening Project and there could be concerns. ADOT asked to be kept apprised during all phases of the developments.
5. 202 Loop and Brown Road, 2 separate “Red Letters” were received concerning commercial site plats. ADOT has concerns over access, drainage, encroachments and permits. ADOT also requested the developer to keep in contact over their drainpipe in ADOT drainage area. ADOT also requested a full size set of plans.
6. Sossaman Road and Hampton Avenue, a “Red Letter” was received concerning a proposed commercial design review. ADOT had no comments on the design, but requested a traffic study for the development. ADOT also requested copies of all development plans.
7. Dobson Road and Hampton Avenue, a “Red Letter” was received concerning a proposed modification to a master design plan. ADOT had no comments on the modification, but requested a traffic study for the development. ADOT also requested copies of all development plans. ADOT requested a large set of plans.
8. Pecos Road and Mountain Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City this development could be in the planned Williams Gateway Freeway Corridor. ADOT requested the developer contact ADOT as soon as possible (contact information was given). ADOT also requested copies of all plats and especially the final plat to review and comment on.
9. Pecos Road and 222nd Street, 5 separate “Red Letters” were received concerning a proposed commercial site plats. ADOT reminded the City these developments could be in the planned Williams Gateway Freeway Corridor. ADOT requested the developers contact ADOT as soon as possible (contact information was given). ADOT also requested copies of all plats and especially the final plats to review and comment on.



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10. US 60 and Sossman Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested a traffic study to see how much traffic the development would be contributing to the highway.
11. US 60 and Signal Butte Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested a traffic study to see how much traffic the development would be contributing to the highway.
12. US 60 and Val Vista Drive, 3 separate “Red Letters” were received concerning proposed outdoor signage. ADOT has concerns over the placement of signs, how they are to be erected, and if there will be any visual distractions to the driving public. ADOT also reminded the City that if the developers need to access ADOT R/W they will need an access permit and/or encroachment permits.

City of Peoria:

1. 101 Loop and Thunderbird Road, 2 separate “Red Letters” were received concerning proposed commercial site plats. ADOT reminded the City and developers there are no access to the 101 Loop. ADOT also reminded the City and developers the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developers need to access ADOT right of way for construction purposes, a permit will be necessary. ADOT requested copies of larger plans to review and comment on.



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2. 101 Loop (88th Avenue) and Thunderbird Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City and the developer there could be several issues if this development continues. ADOT has concerns over access, drainage, encroachments and permits. ADOT also requested the developer to keep in contact over their drainpipe in ADOT drainage area. ADOT also requested a full size set of plans.
3. 91st Avenue and Cactus Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT informed the City and the developer there could be several issues if this development continues. ADOT has concerns over access, drainage, encroachments and permits. ADOT also requested the developer to keep in contact over their drainpipe in ADOT drainage area. ADOT also requested a full size set of plans.
4. SR 74 and Carefree Highway- Lake Pleasant Road, a “Red Letter” was received concerning a proposed conditional use permit for ALLTEL. ADOT also reminded the City and developer the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developer needs to access ADOT right of way for construction purposes, a permit will be necessary. ADOT reminded the City and developer that this area is in the Carefree Highway Widening Project. ADOT requested copies of larger plans to review and comment on.
5. SR 74 and Carefree Highway- Castle Hot Springs Road, a “Red Letter” was received concerning a proposed site plan. ADOT also reminded the City and developer the integrity of the drainage system must be maintained at all times and there cannot be any encroachments onto ADOT right of way. If the developer needs to access ADOT right of way for construction purposes, a permit will be necessary. ADOT reminded the City and developer that this area is in the Carefree Highway Widening Project. ADOT requested copies of larger plans to review and comment on.



City of Phoenix:

1. I-17 and Deer Valley Road, a “Red Letter” was received concerning a proposed commercial site plat. ADOT requested the developer contact the ADOT plans technician to verify all boundary lines and check for access, drainage and any interruption in traffic flow. ADOT informed the City and developer that this area was in the I-17 Widening Project. ADOT reminded the developer they need to keep ADOT informed on the progress of the development.
2. 101 Loop and 51st Avenue, 4 separate “Red Letters” were received concerning a proposed Residential site plat, one from the developer and one from the developer’s attorney. ADOT requested the developer contact the ADOT plans technician to verify all boundary lines and check for access, drainage and any interruption in traffic flow. ADOT reminded the developer they need to keep ADOT informed on the progress of the development. The developer did get in contact with ADOT and the permit issue has been taken care of; the drainage issue was resolved by ADOT telling the developer there was no way ADOT would allow them to drain into ADOT drainage. ADOT requested copies of any changes, deletions and/or additions to the plans.
3. I-17 (41st Avenue) and Opportunity Way, a “Red Letter” was received concerning a proposed Site Plat. ADOT informed the City and developer there were drainage facilities that must not be impeded, there would be no access to the I-17 and furnish a traffic flow study. ADOT also requested the final plans to ensure there were no encroachments, drainage or access issues and reminded the developer that all noise mitigation would be his responsibility. ADOT requested a large set of plans.
4. I-17 and Sweetwater Road, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
5. I-17 and Colter Street, 5 separate “Red Letters” were received concerning commercial site plats. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.



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6. I-17 and Pinnacle Peak Road, 5 separate "Red Letters" were received concerning commercial site plats. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
7. 101 Loop and Rose Garden Lane, a "Red Letter" was received concerning a commercial site plat. ADOT wanted the City and developer to know that: The easement interests described in document 20021180800 were developed to benefit the cell site and outdoor advertising display situated on this site. ADOT assigned its leases at the time it disposed of the property to LRON, LLC. It is ADOT understanding the developer will assure the site plans comports to the needs of various lessees on the site. A copy of the survey and Special Warranty Deed from ADOT to LRON, LLC is attached for your use.
8. I-17 and Dynamite Road, 2 "Red Letters" were received concerning commercial site plats. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT requested a traffic studies to measure the added amount of traffic to the highway. ADOT also requested extra time to review the final plans when ready. ADOT informed the City and developer the legal description describing "Parcel 2" was ADOT property by deed on July 17, 2006.
9. 101 Loop and Williams Road, a "Red Letter" was received concerning a commercial site plat. ADOT informed the City and developer: At present, ADOT is acquiring new R/W along this segment of I-17 for an improvement project scheduled to be advertised for bid in June 2007. The parcel depicted on the preliminary site plan will incur a R/W taking, of varied width, approximately 35' in width at its westerly boundary, coincident with I-17.

ADOT also:

An offer was presented to Empire Southwest in January 2007 and negotiations are still pending. To accommodate our schedule, the needed property rights will be either signed or condemned within the next 60 days.

The "25' R/W increase" shown on the preliminary site plan is deficient of the actual needed R/W by approximately 10'.



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Any effort you might extend to assure the western boundary of this project comports with the new R/W line will be appreciated. Electronic information may be obtained from ADOT by contacting R/W plans technician Benedict Gurney at 602-712-8869 or by email bgurney@azdot.gov

Access to the I-17 frontage road must be obtained by applying for a permit with ADOT's Phoenix Maintenance District or calling 602- 712- 7522. A Traffic Impact analysis will also be required.

10. US 60 (Grand Avenue) and 15th Avenue, a "Red Letter" was received from the City concerning a commercial site plat. ADOT informed the City that this portion of US 60/Grand Avenue had been abandoned to the City from ADOT by Resolution # 04-12-A-73.
11. I-10 (3rd Avenue) and Portland Avenue, a "Red Letter" was received from the developer concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the City and developer that there is no noise mitigation and that is the responsibility of the developer. ADOT requested extra time to review the final plans when ready.
12. I-10 and Latham Street, a "Red Letter" was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Widening Project and there could be concerns. ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.
13. I-10 and 83rd Avenue, a "Red Letter" was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Widening Project and there could be concerns. ADOT received the following concerns from its design consultant:



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CAPRI, 83rd Avenue & I-10
HDR Review Comments
04/09/07

ITEM NO.	DWG. SHT. PAGE NO.	COMMENT
1	General	Please provide traffic control plans for 83 rd Avenue and 79 th Avenue improvements when available.
2	ZN-01	Parcels 2a and 2b will require a noise analysis and possible construction of a noise barrier. The noise analysis should be prepared consistent with ADOT Noise Abatement Policy. Please coordinate with ADOT Valley Project Management when plans are further developed.
3	SP-1	Right-of-way along the north frontage of the parcels may be required as part of the future I-10 widening projects. An ADOT study addressing the I-10 widening will start in July 2007. Please coordinate with Stephanie Huang, ADOT Valley Project Management (602-712-8695) for more information.
4	SP-1	The main access off of 83 rd Avenue into the commercial development at the SE corner of I-10 would be restricted to right-in right-out movements due to the proximity to the 83 rd Avenue/I-10 signals.

ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.



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14. I-10 and 79th Avenue, 2 separate “Red Letters” were received from developers concerning commercial site plats. ADOT informed the City and developers they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the City and developers that there is no noise mitigation and that is the responsibility of the developers. ADOT requested the developers to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the developments.
15. SR 143 and Washington Street, 2 separate “Red Letters” were received from developers concerning a commercial site plats. ADOT informed the City and developers they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the City and developers that there is a visual sight of the highway from that area. ADOT requested extra time to review the final plans when ready.
16. 44th Street (SR 143) and Washington Street, 4 separate “Red Letters” were received from developers concerning a commercial site plats. ADOT informed the City and developers they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also reminded the City and developers that there is a visual sight of the highway from that area. ADOT informed the City and developers that there is no noise mitigation there and it is the responsibility of the developers. ADOT requested extra time to review the final plans when ready.
17. SR 51 (56th Street) and Deer Valley Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on. ADOT requested 2 weeks to review and comment on the final plats when ready.

18. 101 Loop and Tatum Boulevard, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that could be visual sight of the highway. ADOT also requested copies of all plats and especially the final plat to review and comment on.
19. 101 Loop and Cave Creek Road, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that would be a visual sight of the highway. ADOT also requested copies of all plats and especially the final plat to review and comment on.
20. 101 Loop and 7th Street, a “Red Letter” was received concerning a proposed residential site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that any noise mitigation would be the developer’s responsibility. ADOT also requested copies of all plats and especially the final plat to review and comment on.
21. 91st Avenue (SR 801/I-10 Reliever) and Lower Buckeye Road, 2 separate “Red Letters” were received from the City concerning a commercial site plats. ADOT informed the City and developers these developments were in the I-10 Reliever Project (SR 801) and there could be concerns. ADOT requested the developers to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the developments.
22. 67th Avenue and Broadway Road (SR 801/I-10 Reliever), a “Red Letter” was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Reliever (SR 801) Project and there could be concerns. ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.



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23. 59th Avenue and Broadway Road (SR 801/I-10 Reliever), a “Red Letter” was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Reliever (SR 801) Project and there could be concerns. ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.
24. 59th Avenue and Baseline Road (SR 801/I-10 Reliever), 2 separate “Red Letters” were received from the City concerning a commercial site plats. ADOT informed the City and developers these developments were in the I-10 Reliever (SR 801) Project and there could be concerns. ADOT requested the developers to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the developments.
25. 202 Loop and 40th Street, a “Red Letter” was received concerning a proposed commercial site plat. ADOT reminded the City the development abutted ADOT R/W and there could be issues with encroachments, drainage, traffic flow and they would need permits for access. ADOT recommended the developer contact the ADOT Phoenix District Office to discuss the development. ADOT also reminded the City and developer that could be visual sight of the highway. ADOT also requested copies of all plats and especially the final plat to review and comment on.

City of Surprise:

1. US 60 (Grand Avenue and Santa Fe Way, a “Red Letter” was received concerning a residential site plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation. ADOT also informed the City and developer that this development was in the US 60 Widening Project.



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2. US 60 (Grand Avenue) and Deer Valley Road, 3 separate “Red Letters” were received concerning a preliminary residential plats. ADOT informed the City and the developers there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developers that concerning the residential portion they would be responsible for noise mitigation.
3. US 60 (Grand Avenue) and 203rd Avenue, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
4. US 60 (Grand Avenue) and Jomax Road, a “Red Letter” was received concerning a preliminary PAD plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
5. US 60 (Grand Avenue) and 134th Avenue, a “Red Letter” was received concerning a preliminary commercial site plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public.

6. US 60 (Grand Avenue) and 163rd Avenue, 3 separate “Red Letters” were received concerning a preliminary residential plats. ADOT informed the City and the developers there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developers that concerning the residential portion they would be responsible for noise mitigation.
7. 303 Loop and 147th Avenue, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
8. 303 Loop and Peoria Avenue, a “Red Letter” was received concerning a commercial site plat. ADOT informed the City and developer they needed to contact ADOT Plans Technician in order to prevent any encroachments, drainage impediments or access issues. ADOT also requested extra time to review the final plans when ready.
9. 303 Loop and Greenway Road, a “Red Letter” was received concerning a preliminary residential plat. ADOT informed the City and the developer there was drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developer that concerning the residential portion they would be responsible for noise mitigation.
10. 303 Loop and Bell Road, a “Red Letter” was received concerning a commercial site plat. ADOT informed City and developer the area along the east side of the development; approximately 25-30 feet will be needed for highway widening. Also a portion of the southwest corner area of Bell Road and the 303 Loop will be needed, along with a sizeable Temporary Construction Easement. ADOT would like the developer and the City to contact the ADOT Right of Way Coordinator, as soon as possible to discuss this area.



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11. 303 Loop and Cactus Road, 2 separate "Red Letters" were received concerning preliminary residential plats. ADOT informed the City and the developers there were drainage facilities and they must not be impeded, access would be by permit only and they need to ensure there will be no encroachments onto ADOT right of way. ADOT also requested a traffic study in order to ensure the safety of the driving public. ADOT informed the developers that concerning the residential portion they would be responsible for noise mitigation.

City of Maricopa:

1. SR 238, a "Red Letter" was received from the City concerning a commercial site plat. ADOT informed the City and developer this development was in the I-10 Reliever (SR 801) Project and there could be concerns. ADOT requested the developer to contact ADOT as soon as possible. ADOT asked to be kept apprised during all phases of the development.

State Land Department:

1. Application # 14-28681-001, Magma Railroad/Waterline, ADOT informed the State Land Department that there was no impact, as long as Sheet 1 of 5 in the maps statement "Existing 200' Right of Way is 100' either side of the center of railroad track New 50' Pipeline Right of Way is 50 feet on the Northwest side of the existing tracks..." is correct.
2. Application # 16-104970-00 -002, Shamp/Increase Road Width, ADOT informed the State Land Department that this application could have an impact on our highway facilities in this area. The Developer will need to contact the ADOT Prescott Construction Office, for permits, encroachments and traffic controls.



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3. Application #16-11190-001, Meritage Homes of Arizona/Reclaimed Waterline, ADOT informed the State Land Department that this application could have an impact on ADOT facilities in the area. Meritage will need to contact the ADOT Phoenix Construction Office for permits, encroachments and traffic controls.
4. Application #18-11168-001, QWEST/Fiber Optics Line, ADOT informed the State Land Department that this application could have an impact on ADOT facilities in the area. QWEST will need to contact the ADOT Phoenix Construction Office for permits, encroachments and traffic controls.
5. Application # 18-111-111239-001, QWEST/Fiber Optics Line, ADOT informed the State Land Department that this application could have an impact on ADOT facilities in the area. QWEST will need to contact the ADOT Phoenix Construction Office for permits, encroachments and traffic controls.
6. Application # 16-111290-001, City of Phoenix, Public Road and Utilities, ADOT informed the State Land Department that this application could have an impact on ADOT facilities in the area. The City of Phoenix will need to contact the ADOT Phoenix Construction Office for permits, encroachments and traffic controls.



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 18, 2007

SUBJECT:

MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Southwest Service Area

SUMMARY:

Maricopa County has requested that MAG amend the 208 Water Quality Management Plan to include the Campus 1 Water Reclamation Facility for the Hassayampa Utility Company (HUC) Southwest Service Area with an ultimate capacity of 32 million gallons per day (mgd). On August 7, 2007, MAG conducted a public hearing on the Draft 208 Plan Amendments for the HUC Northeast Service Area and HUC Southwest Service Area. Following the public hearing, the MAG Water Quality Advisory Committee recommended approval of the Draft MAG 208 Plan Amendment for the HUC Southwest Service Area. The written comments, public hearing transcript, response by Maricopa County to public comments, and a letter from the Maricopa County Board of Supervisors were transmitted to the MAG Management Committee. On September 11, 2007, MAG received a letter as well as written comments supporting the Draft MAG 208 Plan Amendments for the HUC Northeast Service Area and HUC Southwest Service Area which were provided to the MAG Management Committee at the September 12, 2007 meeting.

The Campus 1 Water Reclamation Facility would be located in unincorporated Maricopa County within the southeast quarter of Section 7 of Township 1 North, Range 6 West. Reclaimed water from the facility would be disposed of through reuse, recharge, and Arizona Pollutant Discharge Elimination System Permit discharge points to the Delaney Wash, Four Mile Wash, Old Camp Wash, and/or a discharge point 12,000 feet northeast of the facility in an unnamed wash. The Delaney Wash, Old Camp Wash, and the unnamed wash are tributaries to the Four Mile Wash.

PUBLIC INPUT:

On June 6, 2007, the MAG Water Quality Advisory Committee authorized a public hearing on the Draft MAG 208 Plan Amendment for the HUC Southwest Service Area. At the meeting, three public comments were received. In addition, one individual indicated his support on a comment card, but did not wish to speak. Two of the public comments were specific to the HUC Northeast Service Area 208 Amendment and therefore were not summarized for this agenda item.

A representative from Don't Waste Arizona and Arizona Nuclear Energy Watch provided public comment. His comments included: the application is silent on the depth and direction of groundwater flow in the area; there is tritium in the groundwater; no data on how the pumping of groundwater and recharge will affect the speed, flow, and direction of the radioactive water; does not state how radioactive emissions from the Palo Verde Nuclear Generation Station will affect the water; silent on potential effects for contamination of the aquifer by recharging contaminated water; concern of building next to a power plant; concern of large quantities of gaseous chlorine at the water and wastewater plants causing vulnerability of the power plant; private water utility companies are not as well regulated

or scrutinized; and, the Hassayampa Sub-Basin historically has not had enough water to support this type of growth.

On August 7, 2007, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft MAG 208 Plan Amendments for the HUC Northeast Service Area and HUC Southwest Service Area. At the public hearing, five testimonies were received and three members of the Water Quality Advisory Committee provided comments. In addition, MAG received written comments from five individuals/entities. Some comments were specific to the HUC Northeast Service Area 208 Amendment and therefore were not summarized for this agenda item.

Written comments were provided by Daniel E. Blackson encouraging MAG to find a balance between the request of HUC and the demands of the Town of Buckeye for the sake and future of the Tonopah community. The comments included: neither the HUC nor the Town of Buckeye should have their way; Buckeye believes it can better manage the water basin by emphasizing recharge efforts, however plans for this area that are within the Town's incorporated area have green belts and golf courses utilizing reclaim water rather than recharge; Buckeye opposes water and wastewater by a private utility, yet have encouraged it in other parts of their incorporated limits; Buckeye opposes taking water from the southern part of the basin, however it has an existing well field in this area; the request should only accommodate the first phases of master plan community development and be allowed to expand with future phases of development; the community of Tonopah is undergoing incorporation efforts and the new town should have the opportunity to provide water and wastewater service; and, if the Town of Buckeye is allowed to block the 208 and force the master plan communities to incorporate into Buckeye, it will overpower the ability of Tonopah to incorporate.

Written comments were provided by a representative of Don't Waste Arizona and Arizona Nuclear Energy Watch. The comments included: the application documentation is silent on the potential effects of the radioactive emissions of Palo Verde Nuclear Generating Station on the use and reuse of water in the proposed project and should be quantified and the effect examined; there is already tritium-contaminated water under Palo Verde as well as tritium contamination found in nearby roof vents of homes (portions of a Nuclear Regulatory Commission report were submitted for the record); a study showed a relationship between proximity to nuclear plants and infant mortality rates (article submitted for the record); a question about the wisdom of placing so many dwelling units and people near the Palo Verde Nuclear Generating Station and there is a ten-mile evacuation zone in the event of incident releasing unpermitted radiation; the Hassayampa Sub-Basin has not had enough water to support this type of growth historically and probably not enough to assure a 100-year water supply; concern groundwater pumping could cause subsidence that threatens homes, buildings, and the Palo Verde Nuclear Power Plant; there appears to have been no active solicitation for public participation in the public process by folks in that area; and, question as to why a public hearing was not held out by Palo Verde.

The City of Scottsdale representative on the MAG Water Quality Advisory Committee asked a clarification question during the public hearing. He inquired about the boundaries of the HUC Southwest Service Area.

A Tonopah resident provided testimony requesting that the 208 Amendment be approved. His comments included: support for Global Water's regional comprehensive water plan; Global Water has other programs in effect and is more than qualified to provide services to the Tonopah area; Global Water did come out and speak with the Tonopah Valley Community Council; met with the president of Global Water individually; and, similar plan presented when Global Water bought the Water Utility of Greater Tonopah.

Testimony was received from a representative of Don't Waste Arizona and Arizona Nuclear Energy Watch. His comments included: concern about the radioactive emissions from the Palo Verde Nuclear

Generating Station; a study points out the relationship between the proximity to nuclear plants and infant mortality rates; concern about the ability to evacuate people from the area in case of nuclear incident; Palo Verde is a troubled facility; someone in government has to be responsible and take a look; and, it would have been a better idea to have the public hearing in the vicinity of the communities affected.

Testimony was provided both verbally and in written form from a representative from the Tonopah Valley Association and resident of Tonopah requesting that MAG approve the 208 Amendment. Her comments included: information provided by Global Water at meetings has been impressive including the systems Global Water is currently providing in Maricopa and Casa Grande, Arizona; Global Water is interested in recycling and reusing the water more times than is customarily done; Global Water is technically capable of providing good wastewater treatment needs for the developments proposed in the Tonopah Valley; Global Water is well-capitalized and can operate and maintain good regional systems; Global Water purchased the Water Utility of Greater Tonopah and are upgrading and improving the condition of the water system; concern about the desire of Buckeye to annex part of Tonopah Valley; want to retain own identity as Tonopah; a lot of people from Tonopah are in attendance in support; Global Water as a private company is capable of serving the area better than Buckeye; and, if a private company such as Global Water is not able to provide the needed water and wastewater services to the area and Buckeye is, it could involve developments that are being proposed across the Tonopah Valley and be devastating to the future growth and development of Tonopah Valley.

On August 31, 2007, MAG received a letter from the Maricopa County Board of Supervisors. Comments included: Maricopa County Board of Supervisors supports the application of the Global Water HUC Northeast Service Area and Southwest Service Area Amendment Applications; the County Environmental Services Department has thoroughly reviewed the applications and determined that the proposed amendments meet the legal and procedural requirements of the MAG 208 Checklist; on August 22, 2007, Board of Supervisors passed a resolution of support for these applications (provided); they are essential to support the development of several master planned communities in the area, and will ensure that the needs of the citizens are met; the applications are within unincorporated Maricopa County and not within any other member's planning area; and, therefore, ask that the Regional Council approve the applications.

On September 11, 2007, MAG received a letter as well as written comments supporting the Draft MAG 208 Plan Amendments for the HUC Northeast Service Area and HUC Southwest Service Area. In addition, one member of the public commented on the HUC Southwest Service Area 208 Plan Amendment at the September 12, 2007 MAG Management Committee meeting.

Written comments were provided by a representative of Beus Gilbert responding to comments and questions received at the August 7, 2007 public hearing for the Draft MAG 208 Plan Amendments for the HUC Northeast Service Area and HUC Southwest Service Area. The responses included: a 208 plan amendment is by definition an areawide wastewater planning document that is not limited only to areas of "immediate future" development; HUC is responding to the requests of many landowners in the West Valley; the Town of Buckeye has not submitted a 208 amendment to serve areas west of the Hassayampa River as described in the HUC amendments and does not have planning jurisdiction over unincorporated Maricopa County; there are no imminent annexations from Buckeye; the 208 amendment in no way precludes, enables, delays, or affects area residents from proceeding with their efforts towards incorporation in a future Tonopah, or from choosing to request annexation from Buckeye; the 208 plan amendments are located in unincorporated Maricopa County, sponsored by Maricopa County, and meet the technical requirements; HUC has offered to meet with the Town of Buckeye and to discuss the 208 amendments and has communicated through letters, and personally met with the Town on this and a number of subjects during the past year; all MAG members have had ample time to review the 208 amendments; the proposed wastewater treatment facilities have a net

positive impact to area groundwater supply and produce Class A+ reclaimed water which will be reused and recharged in the service area; reclaimed water is part and parcel of Arizona's water supply future - and all the agencies involved support its use in recharge and reuse applications; discussion of the HUC reclaimed water management strategy; the amendments exceed any mandated requirements for recharge and reuse; and, the Hassayampa Lower Sub-Basin model relies on 30 percent of the water demand being met by reclaimed water reuse or recharge for the 100-year Assured Water Supply and HUC commits to this strategy.

Additional written comments from a representative of Beus Gilbert included: the 208 Plan Amendment Process does not require the siting of recharge facilities; other model simulations in the Hassayampa Lower Sub-Basin model rely on the West Maricopa Combine Managed Recharge Facility which is permitted, constructed, and operated by Global Water Resources; Global Water has permits for a second facility in the same area; with this CAP recharge located within the Hassayampa River, HUC and Global Water are going above and beyond what is prescribed in the 208 process; there is no requirement to mention recovery wells or recovery pumping and future infrastructure siting in the amendment service area would have to be undertaken in accordance with Maricopa County Environmental Services Department (MCESD), Arizona Department of Environmental Quality, and Arizona Department of Water Resources (ADWR); HUC's integrated approach offers this region the ability to serve the development community with one-third less water than that required elsewhere in the state for comparable services; the sustainability of water resources remains the jurisdiction of ADWR; MCESD has found the 208 Plan amendments technically sound and to meet the 208 Plan amendment criteria; HUC president and CEO has met with key community leaders in the Tonopah area for the last several years; Belmont has held over 20 neighborhood meetings; and, the responses provided by HUC are substantive to demonstrate satisfaction, beyond any doubt, of the requirements of the MAG 208 Water Quality Management Plan, and that approval of the HUC Northeast Service Area and HUC Southwest Service Area 208 Plan Amendments inures to the benefits of the public.

Comments was provided both verbally and in written form from a representative from the Tonopah Valley Association requesting that MAG approve, per Maricopa County's sponsorship, the HUC Northeast Service Area and Southwest Service Area 208 Plan Amendments. Her comments included: information provided by Global Water Resources at meetings has been impressive including the systems Global Water is currently providing in Maricopa and Casa Grande, Arizona; the systems use only about 40 percent of the amount of water used in other like towns; Global Water is interested in recycling and reusing the water more times than is customarily done; Global Water is technically capable of providing good wastewater treatment needs for the developments proposed in the Tonopah Valley; Global Water is well-capitalized and can operate and maintain good regional systems; Global Water purchased the Water Utility of Greater Tonopah and are upgrading and improving the condition of the water system; concern about the desire of Buckeye to annex part of Tonopah Valley; want to retain own identity as Tonopah; Buckeye does not have the experience of owning and operating these integrated services, nor the financial resources immediately available, as compared to Global Water; Global Water as a private company is capable of serving the area better than Buckeye; if a private company such as Global Water is not able to provide the needed water and wastewater services to the area and Buckeye is, it could involve developments that are being proposed across the Tonopah Valley and be devastating to the future growth and development of Tonopah Valley; and, a lot of people from Tonopah are in attendance in support.

PROS & CONS:

PROS: Approval of the 208 Plan Amendment for the Hassayampa Utility Company Southwest Service Area would make the facility included in the amendment consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there are concerns about the proximity of the service area to the Palo Verde Nuclear Power Plant, not enough water to assure a 100-year water supply, and the impact of the 208 Plan Amendment on the incorporation efforts of the community of Tonopah.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The facility included in the Hassayampa Utility Company Southwest Service Area 208 Plan Amendment is needed to accommodate growth in the Maricopa County unincorporated area.

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

ACTION NEEDED:

Approval of the MAG 208 Water Quality Management Plan Amendment for the Hassayampa Utility Company Southwest Service Area.

PRIOR COMMITTEE ACTIONS:

Management Committee: On September 12, 2007, the MAG Management Committee unanimously recommended approval of the Draft MAG 208 Plan Amendment for the Hassayampa Utility Company Southwest Service Area.

MEMBERS ATTENDING

- | | |
|--|--|
| Jan Dolan, Scottsdale, Chair | Darryl Crossman, Litchfield Park |
| Charlie McClendon, Avondale, Vice Chair | Christopher Brady, Mesa |
| # Bryant Powell for George Hoffman,
Apache Junction | Tom Martinsen, Paradise Valley |
| Dave Wilcox, Buckeye | Terry Ellis, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| * Usama Abujbarah, Cave Creek | John Kross, Queen Creek |
| Mark Pentz, Chandler | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Pat Dennis for B.J. Cornwall, El Mirage | Doug Sandstrom for Jim Rumpeltes,
Surprise |
| Alfonso Rodriguez, Fort McDowell
Yavapai Nation | Jeff Kulaga, Tempe |
| # Tim Pickering, Fountain Hills | Reyes Medrano, Tolleson |
| * Lynn Farmer, Gila Bend | Gary Edwards, Wickenburg |
| * Joseph Manuel, Gila River
Indian Community | Lloyce Robinson, Youngtown |
| George Pettit, Gilbert | Bill Hayden for Victor Mendez, ADOT |
| Jessica Blazina for Ed Beasley, Glendale | David Smith, Maricopa County |
| Brian Dalke, Goodyear | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |
| * Mark Johnson, Guadalupe | |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Water Quality Advisory Committee: On August 7, 2007, the MAG Water Quality Advisory Committee conducted a public hearing on the Draft 208 Plan Amendment for the Hassayampa Utility Company Southwest Service Area. Following the hearing, the Committee recommended approval of the Draft

208 Plan Amendment to the MAG Management Committee, with four members voting no (*italics*) and one member abstaining (**Shaded**).

MEMBERS ATTENDING

Roger Klingler, Scottsdale, Chair
Marilyn DeRosa, Avondale
Steve Bost for Lucky Roberts, Buckeye
Jacqueline Strong, Chandler
Greg Stack, El Mirage
*Lonnie Frost, Gilbert
Chris Ochs, Glendale
David Iwanski, Goodyear
Bill Haney, Mesa
#Stephen Bontrager, Peoria

Robert Hollander, Phoenix
Rich Williams Sr., Surprise
David McNeil, Tempe
Dale Bodiya for Kevin Chadwick, Maricopa
County
John Boyer, Pinnacle West Capital
*Jim Kudlinski for Ray Hedrick, Salt River
Project*
Erin Taylor, U of A Cooperative Extension

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

CONTACT PERSON:

Julie Hoffman, MAG, 602-254-6300

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

DATE:

September 18, 2007

SUBJECT:

Registration for the Local Update of Census Addresses Program

SUMMARY:

The Local Update of Census Addresses (LUCA) Program provides cities, towns and the county with an opportunity to update the Census Bureau address list for their jurisdiction. The address list will be used to distribute Census 2010 questionnaires. An accurate address list is crucial to obtaining a good census population count, which will be used to distribute billions of dollars in state-shared revenue to Arizona cities and towns. In early August, the Census Bureau sent out an invitation and a registration form to the Highest Elected Official of each city, town and the county, inviting him/her to participate in the LUCA Program. To receive the full 120 days to review and provide comments on the address lists, jurisdictions need to register for the LUCA Program by November 19, 2007.

To participate in the LUCA Program for Census 2010, the Highest Elected Official of a city, town or the county needs to: sign the registration form, designate a technical staff liaison, and sign an agreement that all individuals that have access to the Census Bureau address file will keep that information confidential.

There is also a need to choose one of three LUCA participation options:

Option 1 - Full Address List Review. This option requires that a confidentiality agreement be signed and allows the participating government to update city-style addresses on the census address list and provide any city-style addresses that are missing from the list.

Option 2 - Local Address List Submission -with receipt of the census address list for review. This option may be selected by governments that have city-style addresses but do not wish to update the census address list. The participating government submits its list of addresses by census block in a Census Bureau predefined format. The Census Bureau will provide Option 2 participants with the census address list and maps as a reference. This is why those jurisdictions need to sign a confidentiality agreement.

Option 3 - Local Address List Submission - without receipt of the census address list for review. This option may be selected by governments who do not wish to update the census address list and do not wish to sign a confidentiality agreement or cannot meet the Census Bureau's security guidelines for protecting census information. The participating government submits its list of addresses by block within its jurisdiction. The Census Bureau will provide Option 3 participants with maps and counts of addresses by Census block.

It is important to emphasize that Options 1 and 2 provide local jurisdictions with opportunities to appeal the Census Bureau's address list to an independent LUCA appeals office. Option 3, however, does not allow for such an appeal since the participant will not be able to tell the independent appeals office which addresses are missing from the Census address list. A discussion of the LUCA Program is attached.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The accuracy and completeness of the Census Bureau address list are critical to the process for counting population and the quality of the resulting Census 2010 data.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: A considerable amount of staff resources will need to be devoted to the review and update of the Census Bureau address list.

POLICY: An accurate address list means a better Census 2010 count and the results of the census will be used to distribute billions of dollars in state-shared revenue.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee received a summary transmittal and attachment for the LUCA program at their September 12, 2007 meeting.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair	Darryl Crossman, Litchfield Park
Charlie McClendon, Avondale, Vice Chair	Christopher Brady, Mesa
# Bryant Powell for George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Dave Wilcox, Buckeye	Terry Ellis, Peoria
* Jon Pearson, Carefree	Frank Fairbanks, Phoenix
* Usama Abujbarah, Cave Creek	John Kross, Queen Creek
Mark Pentz, Chandler	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Pat Dennis for B.J. Cornwall, El Mirage	Doug Sandstrom for Jim Rumpeltes, Surprise
Alfonso Rodriguez, Fort McDowell Yavapai Nation	Jeff Kulaga, Tempe
# Tim Pickering, Fountain Hills	Reyes Medrano, Tolleson
* Lynn Farmer, Gila Bend	Gary Edwards, Wickenburg
* Joseph Manuel, Gila River Indian Community	Lloyce Robinson, Youngtown
George Pettit, Gilbert	Bill Hayden for Victor Mendez, ADOT
Jessica Blazina for Ed Beasley, Glendale	David Smith, Maricopa County
Brian Dalke, Goodyear	Bryan Jungwirth for David Boggs, Valley Metro/RPTA
* Mark Johnson, Guadalupe	

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Heidi Pahl or Harry Wolfe (602) 254-6300.

Yearly Boundary and Annexation Survey Schedule:

- September—the BAS contact is sent a prenotification letter (by fax/e-mail/mail) for the upcoming survey, asking if he or she will have changes to report as of January 1.
- January—BAS package mailed out.
- March–April—State Data Center staff conducts telephone follow-up.
- BAS packages received by April 1 will be included in the Population Estimates Program for estimates released the following calendar year.
- June 30—packages received will be included in the next BAS year materials.

Population Estimates Program

The Population Estimates Program publishes total resident population estimates and demographic components of change (births, deaths, and migration) each year. It also publishes the estimates by demographic characteristics (age, sex, race, and Hispanic origin) for the nation, states, and counties. In addition to the resident population universe, it also produces population estimates for these universes: resident plus armed forces overseas; civilian, and civilian noninstitutional at the national level; and civilian at the state level. The reference date for estimates is July 1 of each year.

American Community Survey

The American Community Survey (ACS) is a new nationwide survey designed to provide communities a fresh look at how they are changing. The ACS is conducted instead of administering the long form in future censuses and is a critical element in the Census Bureau's reengineered 2010 Decennial Census plan. The ACS will enhance your ability to serve your constituents by providing you with more timely information about your community. Data from this survey is released every year. Armed with more accurate and timely data, you will be able to make better informed decisions by having up-to-date information regarding your community, its people, and its resources. The Census Bureau selects a random sample from its file of housing unit addresses. An address has about 1 chance in 480 of being selected in any month. No address will be selected more often than once every five years.

Both the Population Estimates Program and the American Community Survey use the legal boundaries in existence for each jurisdiction on January 1 of each year. These boundaries are collected through the BAS, and all addresses geographically coded to the streets and roads within your jurisdiction become part of the sampling frame for the American Community Survey as well as part of the base used to calculate your population estimates. Therefore, participation in the LUCA Program and the BAS helps to ensure your community has good coverage—which contributes to good population estimates.

How do I find out more about LUCA and the other programs discussed?

Visit us at <www.census.gov> to reach the Census Bureau's home page.

To find out more about the LUCA Program, click on [Geography](#) then [Geographic Programs](#) or type in the URL <www.census.gov/geo/www/programs.html>. You may also send your questions regarding the LUCA Program to the following e-mail address: <luca@geo.census.gov>.

To find out more about the BAS, click on [Geography](#) then [Geographic Programs](#) or type in the URL <www.census.gov/geo/www/programs.html> or contact us at <GEO.BAS@census.gov>.

To find out more about the Population Estimates Program and the American Community Survey, visit us at <www.census.gov> and click on links to the [Estimates](#) page and the [American Community Survey](#) page adjacent to People & Households near the top of the home page.

To find the local Census Bureau Regional Office that serves your community, visit us at <www.census.gov> and click on [Regional Offices](#) along the left side of the screen. Then click your state on the map to get to the regional office that serves your state.

For questions on **General Census Geography**, contact <geography@geo.census.gov>

Will Your Community Be Ready for the 2010 Census Local Update of Census Addresses (LUCA) Program?

2010 Census LUCA Program

Reissued
June 2007

The Local Update of Census Addresses Program, also known as LUCA, is a decennial census geographic partnership program that will allow the U.S. Census Bureau to benefit from local knowledge in developing its Master Address File for the 2010 Decennial Census and as subsequent use for yearly ongoing household surveys. Tribal, state, and local governments can contribute to a complete enumeration of their communities by reviewing and updating the list of housing units and group quarters addresses that the Census Bureau will use to deliver 2010 Decennial Census questionnaires within their communities.

Why is the LUCA Program important to your community?

An accurate population count starts with an up-to-date and accurate address list. Having a housing unit or group quarters address listed on the Master Address File ensures that the people residing at the address will be enumerated. A February 2003 Government Accountability Office report indicated that in fiscal year 2000, about \$283 billion in federal grant money was distributed to state and local governments by formula; states received their share of this money based in part on factors such as annual population estimates derived from the 1990 decennial census. When the population estimates were updated to reflect the 2000 census results, an additional \$388 million in federal grant funding went predominately to the 23 states that had above-average estimate revisions. Clearly the stakes are high and a complete count is vital to cities and towns nationwide.

How is the LUCA Program administered?

The LUCA Program is made possible by the Census Address List Improvement Act of 1994 (Public Law 103-430) which provides an opportunity for designated representatives of tribal, state, and local governments to review the addresses contained on the census address list. The program operates as follows:

- Each invited government designates a LUCA liaison to review the portion of the census address list covering the area under its jurisdiction. The LUCA liaison will be subject to the same confidentiality requirements as census workers, which prohibits the disclosure of census information. The address list is confidential under Title 13 of the U. S. Code and participants must review a set of security guidelines and sign a confidentiality agreement promising to protect the confidentiality of the addresses.
- The Census Bureau will send the LUCA liaison an address list from the Master Address File, corresponding maps, and the address count list.
- In areas with city-style addresses, the LUCA liaison can update individual addresses on the list, as well as add addresses missing from the list. The Census Bureau will verify the updates during the Address Canvassing Operation and provide feedback to the participants about the results.

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Economics and Statistics Administration
U.S. CENSUS BUREAU

- In areas with non-city-style addresses (e.g., rural route and box number or post office box numbers), the LUCA liaisons can challenge the count of housing unit and group quarters addresses.
- The Census Bureau will visit each census block during the Address Canvassing Operation and update the census address list. The Census Bureau will provide the LUCA participants with an updated address list and maps during the feedback phase.
- Public Law 103-430 allows LUCA participants to appeal final Census Bureau decisions. All appeals must be adjudicated prior to Census Day to ensure that the housing unit is visited during the enumeration phase. An agency independent of the Census Bureau will review and decide on all appeals prior to Census Day, April 1, 2010.

How has the LUCA Program changed from Census 2000?

The Census Bureau is making a number of improvements to the 2010 LUCA Program:

- There will be a single review cycle for all address types.
- There will be a longer review period: 120 calendar days.
- There will be more advance notice so that participating governments can prepare.
- There will be more comprehensive program communications, as well as periodic contact to answer questions and gauge each participating government's progress.
- There will be three options for participation.
- Participating governments will be offered the option of using the Census Bureau supplied MAF/TIGER® Partnership Software application that combines the census address list, address count list, and maps in a software package.

What is the LUCA Program schedule?

Time Frame	Activity
January 2007 to February 2007	LUCA advance notice letters were mailed to the highest elected official and other contacts in eligible, active, functioning governments.
August 2007	LUCA invitation letters and registration materials mailed to the highest elected official and other contacts in eligible, active, functioning governments.
August 2007 to January 2008	Invited governments register for LUCA and the Census Bureau ships the LUCA review materials to each participating government.
September 2007 to March 2008	LUCA participants review and update the address list and return their comments to the Census Bureau's Regional Office within 120 days of receipt of materials.
October 2007 to October 2008	Census Bureau reviews the participants' LUCA submissions and updates the Master Address File/TIGER® system.
November 2008 to June 2009	Census Bureau prepares for and conducts the Address Canvassing Operation using GPS-equipped hand-held computers.
August 2009 to October 2009	Census Bureau sends feedback materials to the LUCA participants showing how we processed each government's LUCA submissions.
September 2009 to December 2009	LUCA participants review their LUCA feedback and have the opportunity to appeal the results to the LUCA Appeals Office.
September 2009 to January 2010	LUCA Appeals Office reviews and adjudicates appeals.

What are the LUCA participation options?

There are three LUCA participation options for a government to choose from depending on factors such as the type of addressing within their government, access to an address list, willingness to sign a Title 13 confidentiality agreement, as well as their level of resources for conducting the review.

Option 1—Full Address List Review (Title 13 option)

This option requires a Title 13 confidentiality agreement and allows the participating government to update city-style addresses on the census address list and provide any city-style addresses that are missing from the list.

City-style addresses are those used for mailing or E-911 in a house number and street name format. In census blocks within a jurisdiction that contain non-city-style addresses (P.O. Box, RR and Box) the LUCA participant may challenge the count of addresses in each census block. After the Address Canvassing Operation validates the address changes, the participant will receive feedback on their submission and may appeal the results to an independent LUCA appeals office that will adjudicate the differences.

Option 2—Local Address List Submission (Title 13 option)

This option may be selected by governments that have city-style addressing (mailing or E-911) but do not wish to update the Census Bureau's address list. The participating government submits its list of city-style addresses assigned to the census blocks within its jurisdiction in a Census Bureau predefined format. The Census Bureau will provide Option 2 participants with the census address list and maps as a reference, which is why a Title 13 confidentiality agreement is required. After the Address Canvassing Operation validates the participant's address list submission, the participant will receive feedback on each address submitted to the Census Bureau. If the participant does not agree with the Census Bureau's decision, the government may appeal the results to an independent LUCA appeals office that will adjudicate the differences.

Option 3—Local Address List Submission (Non-Title 13 option)

This option may be selected by governments that have city-style addressing (mailing or E-911) but do not wish to update the Census Bureau's address list and do not wish to sign a confidentiality agreement, or cannot meet the Census Bureau's security guidelines for protecting Title 13 information. This option allows the participating government to help improve the census address list by submitting its city-style addresses coded to the census blocks within its jurisdiction. The Census Bureau will provide Option 3 participants with maps and counts of addresses for each census block within its jurisdiction. After the Address Canvassing Operation validates the participant's submission, the participant will receive updated maps and counts of addresses by census block. The results under Option 3 cannot be appealed since the participant will not be able to tell the independent appeals office which addresses are missing from the census address list.

What type of LUCA review materials will I receive?

Census Address List and Address Count List

The census address list and address count list will be offered in paper and computer-readable formats. The paper media option will be available for governments with 6,000 or fewer addresses (approximately 1,000 printed pages). The computer-readable lists are in ASCII pipe-delimited (|) text file format which are easily opened using most common spreadsheet and database software applications.

Census Maps from the MAF/TIGER® Database

The LUCA program maps will be offered in printed map sheet format or the participant may select the spatial data from TIGER® (the Census Bureau's Topologically Integrated Geographic Encoding and Referencing system) in shapefile format that requires a Geographic Information System (GIS) software application to view and update the file. LUCA participants using their own GIS software must use the Census Bureau provided shapefiles and return their map feature updates in the specified shapefile format.

Census Bureau's MAF/TIGER® Partnership Software

Participating governments may also use a Census Bureau supplied software application to update both the census address list and maps. The MAF/TIGER® Partnership Software (MTPS) is a tailored GIS application that combines both the census address list and digital maps into one application that participants use to do their address and map updates. The MTPS gives LUCA participants the ability to open their local address list in a non-editable view table. All address and map updates done with the MTPS will meet the Census Bureau's formatting requirements. This software is appropriate for any level of government that does not already have its own GIS software and only requires a Windows 98® or newer operating system (excluding Microsoft Windows Vista™).

How does LUCA integrate with other Census Bureau programs?

One benefit of participation in the 2010 Decennial Census LUCA program is that participating governments will be able to use their LUCA maps to provide updates to their legal boundaries. This means that if your government registers for the LUCA Program by October 31, 2007, the Census Bureau will not send you a separate 2008 Boundary and Annexation Survey (BAS) package in January 2008. The Census Bureau conducts the BAS annually to collect information about selected legally defined geographic areas. The BAS is used to update information about the legal boundaries and names of all governmental units in the United States. The Census Bureau uses the boundary information collected in the BAS to tabulate data from various programs and surveys, such as the Population Estimates Program and the American Community Survey. The boundaries are also provided to other federal agencies in accordance with Office of Management and Budget Circular A-16 and Executive Order 12906.

**MAG Highway Acceleration Policy
Adopted by the MAG Regional Council
March 22, 2000**

PURPOSE: The completion of the regional freeway program and other state highways is key to the continued economic viability of Maricopa County by improving mobility and reducing levels of future traffic congestion. Regional cooperation is critical for expediting progress toward the goal of completing the regional freeway system and other important regional transportation projects. MAG recognizes that the freeway program must be in fiscal balance and that established priorities must be maintained. MAG recognizes that local jurisdictions may want to accelerate highway projects by providing their financial resources to the freeway program. Acceleration of specific highway projects benefits not only the affected local jurisdiction but also the entire region. To provide another source of financing that allows the acceleration of freeway construction in the region, MAG has adopted this Highway Acceleration Policy to ensure that any local financing is provided in a fiscally prudent manner so that other projects planned are not affected.

1. Projects must be in the adopted Regional Freeway Program, Transportation Improvement Program or the MAG Long Range Transportation Plan. Projects may include right-of-way acquisition, design, or construction.
2. ADOT will continue to be responsible for all aspects of right-of-way acquisition, design and construction.
3. Local funding for enhancements beyond the elements of the Regional Freeway Program or ADOT standards for other highway projects is not eligible for repayment.
4. Repayment for projects outside a jurisdiction's limits should only be approved with the agreement of the jurisdiction in which the project is located.
5. Coordination with adjacent jurisdictions is important to avoid adverse impacts. ADOT must consider the impact of project acceleration on other planned highway projects so that adverse traffic impacts do not result.
6. Any previous commitments to provide local funding for the Life Cycle Program should be maintained.
7. Repayment of principal/project costs and eligible interest/inflation costs for Regional Freeway Program projects must follow the same highway construction priorities and schedule as in the Regional Freeway program.

Repayment of principal/project costs and eligible interest/inflation costs for other highway projects must follow the schedule as listed in the MAG Transportation Improvement Program or the priorities as listed in the MAG Long Range Plan. If the project is not yet prioritized in the MAG Long Range Plan, then MAG and ADOT shall cooperatively determine an appropriate start date for the project taking into consideration the MAG adopted priority criteria, project size, and other factors.

MAG Highway Acceleration Policy
Adopted by the MAG Regional Council
March 22, 2000

8. For Regional Freeway Program projects, eligible interest /inflation costs will be calculated at the rate of one-half of the discount factor used by ADOT for the program year in which the project is scheduled to begin, but not to exceed the total cost of borrowing of the jurisdiction. The total cost of borrowing of the jurisdiction may include actual interest expense, imputed interest cost based on documented market rates if cash balances are used, and costs of issuance, if any. The discount factor shall be the factor applicable to the type of project being accelerated, i.e. right of way, construction or design.

For other highway projects, interest/inflation costs will not be eligible for reimbursement.

9. If program revenues are lower than expected, then the payment schedule should be subject to delays or funding reductions in the same manner as any other project. If program revenues are higher than expected, then the payment schedule should be advanced in the same manner as any other project.
10. No highway project, portion or segment in the adopted Regional Freeway Program, MAG Transportation Improvement Program, or the MAG Long Range Transportation Plan is to be adversely impacted, delayed, reduced or removed as a result of the acceleration of another project, portion or segment. No highway project, portion or segment in the adopted Regional Freeway Program, MAG Transportation Improvement Program, or the MAG Long Range Transportation Plan is to be adversely impacted, delayed, reduced or removed from the adopted Regional Freeway Program with respect to meeting air quality conformity requirements as a result of the acceleration of another project, portion or segment.
11. ADOT will notify MAG of any requests to accelerate highway projects for review and approval by the Regional Council.
12. The agreement between the local jurisdiction and ADOT may include the option of reverting to the original project schedule under certain circumstances as long as all non-recoverable costs incurred or committed are paid for by the jurisdiction.

ABOVE THE LINE – BELOW THE LINE

Above the Line

Discretionary Programs - FFY 2007 with the continuing resolution used to appropriate funds did not provide for any earmarks and thus a number of these programs had funding available.

Bridge - \$100 million for bridge projects at the discretion of the Secretary - all funds were earmarked

Corridor Planning and Development and Border Infrastructure (Corridors & Borders) - this is the old program through TEA-21 no additional funds are available. The new Borders program is included as part of a state's regular formula funds

Ferry Boats

Freight Intermodal distribution pilot - all funds were earmarked

Highways for LIFE

Innovative Bridge Research and Construction

Innovative Bridge Research and Deployment Program

Interstate Maintenance - \$100 million per year in discretionary spending available

National Corridor Infrastructure - all funds were earmarked

National Historic Covered Bridge Program

Projects of Regional and National Significance - all funds were earmarked

Public Lands Highways

Scenic Byways

Transportation and Community and System Preservation Program

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Truck Parking Facilities

Value Pricing Pilot Program

Below the Line

Programs included as part of Equity Bonus (regular formula funding for states):

Interstate Maintenance

National Highway System

Bridge

Surface Transportation Program

Highway Safety Improvement

Congestion Mitigation/Air Quality Improvement

Metropolitan Planning

High Priority Projects

Recreational Trails

Safe Routes to School

Rail-highway Grade Crossing

Coordinated Border Infrastructure

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

DATE:

September 18, 2007

SUBJECT:

Building a Quality Arizona Update

SUMMARY:

Over the past year, the Arizona Association of Councils of Governments and Metropolitan Planning Organizations has been meeting to discuss growth and transportation issues. As a result of these meetings, it was recommended that a Reconnaissance Study be initiated to examine transportation bottlenecks throughout the state, to develop a statewide modeling tool and to recommend areas for transportation framework studies. On December 13, 2006, the Regional Council approved MAG contributing financially to this study.

On August 31, 2007, the COG's/MPO's, along with business partners and the Arizona Department of Transportation, met to receive preliminary information from the Reconnaissance Study and to discuss the areas throughout the state that would benefit from framework studies and a potential study process that would lead to a statewide transportation election.

An update on the Reconnaissance Study and possible areas for framework studies will be provided. Framework studies originated in the MAG region with the current efforts for the Interstate 10-Hassayampa Valley west of the White Tank Mountains, and the Interstates 8 and 10-Hidden Valley for southwest Maricopa County and west Pinal County. The framework studies will be partially funded through \$7 million that was approved by the State Transportation Board. In addition to reviewing the proposed study areas, the process and timing leading to a potential statewide transportation election will be discussed.

Attached to this summary are the following items:

- Draft Statewide Framework Location Map - A map illustrating nine framework study locations across Arizona that are under discussion by the COG/MPO Association, ADOT, the State Transportation Board, and the Governor's Office on Growth and Infrastructure. This map also illustrates the location for the Interstate 10-Hassayampa Valley and Interstates 8 and 10-Hidden Valley studies that are presently underway in the MAG region.
- Timeline for Implementation - Transportation funding in Arizona has been a consistent topic during the evolution of the Reconnaissance Study. Given the infrastructure recommendations that have been seen in the current framework studies in Hassayampa and Hidden Valleys, and the potential for more infrastructure recommendations from the future studies, as well as continuing statewide needs in transportation, an implementation schedule has been provided. This schedule illustrates the process envisioned for completing the studies, tying the results together, and moving forward towards a potential referral to the Arizona voters for transportation funding.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Information generated to date by the Reconnaissance Study has highlighted the need for expanding the state’s transportation infrastructure. This information has been provided to the to the Arizona COG and MPO chairs, directors, and representatives from the Governor’s Office on Growth and Infrastructure, the State Legislature, ADOT, and the TIME Coalition (representing Arizona’s Business Community).

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The timeline for a referendum to the Arizona voters is aggressive and will require resources from the public and private sectors to meet its goals. In the MAG region, there would be participation needed from MAG on three studies (as presently identify on the framework map): I-17-New River, I-10/US-60-Superstitions to Picacho, and I-8/I-10/AZ-95-Yuma Valley. These three studies would coincide with the current planning efforts underway for Interstates 8 and 10-Hidden Valley.

POLICY: Policy implications will result from the approach taken for the referral to the Arizona voters.

ACTION NEEDED:

Information, discussion and input on framework study areas, study process and election timing.

PRIOR COMMITTEE ACTIONS:

This item is on the September 19, 2007 Transportation Policy Committee agenda. An update on discussions by the Committee will be provided.

On December 13, 2006, the Regional Council approved 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.

MEMBERS ATTENDING

- * Mayor James M. Cavanaugh, Goodyear, Chair
- Mayor Mary Manross, Scottsdale, Vice Chair
- + Councilmember Dave Waldron for
 - Mayor Douglas Coleman, Apache Junction
 - 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 Claude Mattox for
 - 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 Michael LeVault, Youngtown
- * Joe Lane, State Transportation Board
- Felipe Zubia, State Transportation Board
- F. Rockne Arnett, Citizens Transportation Oversight Committee

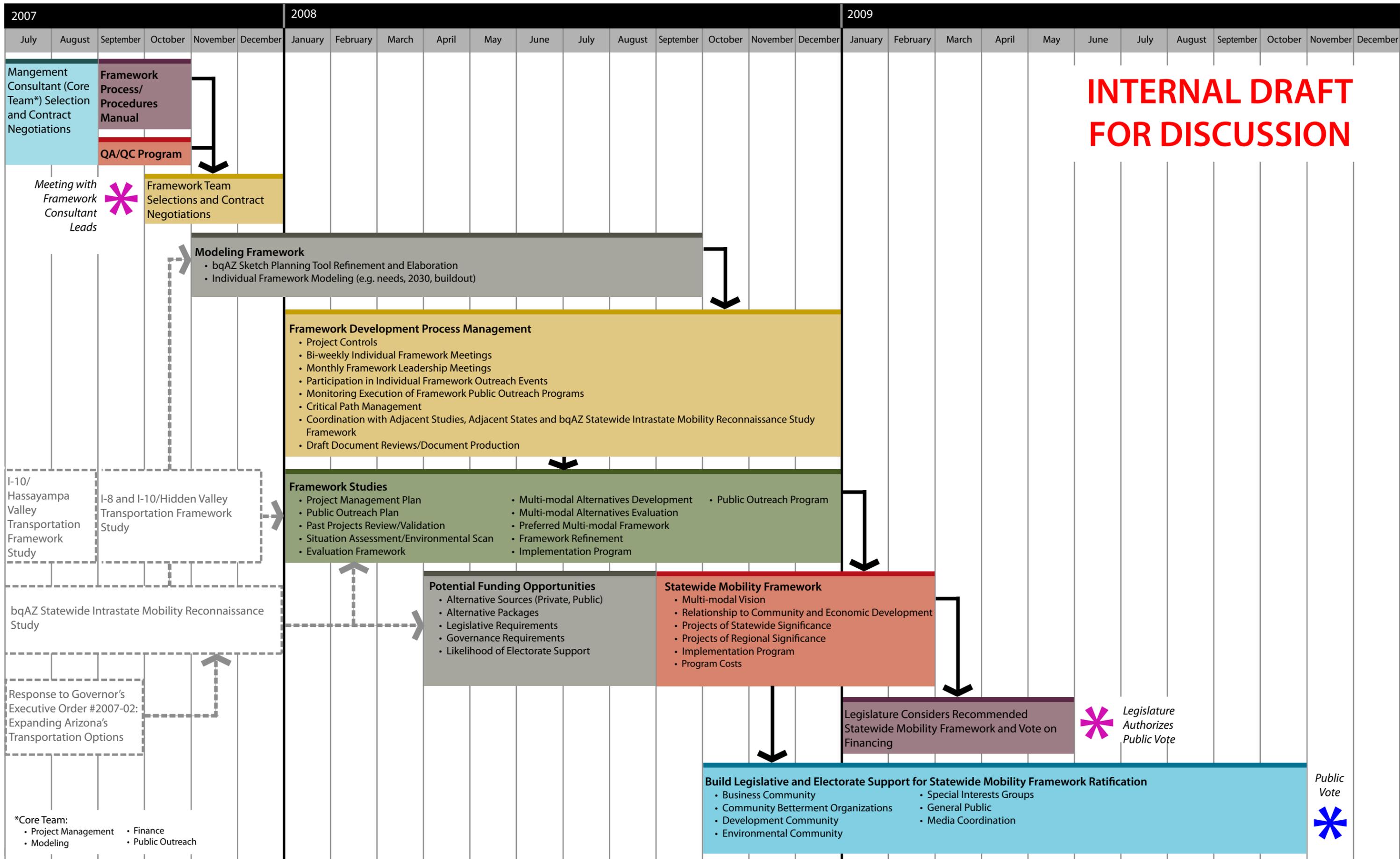
* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

CONTACT PERSON:

Eric Anderson, MAG Transportation Director, or Bob Hazlett, MAG Senior Engineer, 602 254-6300.



Legislature Authorizes Public Vote

Public Vote

*Core Team:
 • Project Management • Finance
 • Modeling • Public Outreach

Project Background, Purpose and Objectives

The Interstate 10/Hassayampa Valley Roadway Framework Study is the first of several long-range planning studies the Maricopa Association of Governments (MAG) will conduct in developing areas of metropolitan Phoenix. The purpose of these studies is to initiate the transportation planning process in large areas that are expected to experience intense growth and development over the next 30 to 50 years. MAG and its partners are beginning broad-brush planning in advance of growth.

The I-10/Hassayampa study area covers approximately 1,400 square miles bounded by State Route (SR) 303L on the east, the 459th Avenue section line on the west, the approximate SR-74 alignment on the north, and the Gila River on the south. Large topographical features act as barriers to travel, especially the White Tank Mountains in the east central portion of the study area. West of this mountain range, however, a great deal of developable land exists. Over 100 entitlements have been granted for master-planned communities and residential and commercial development.

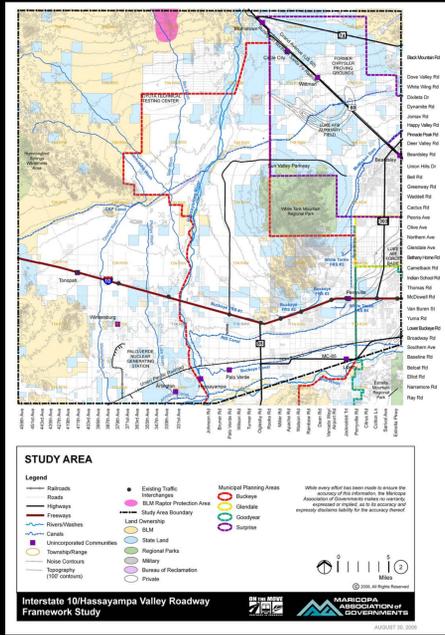
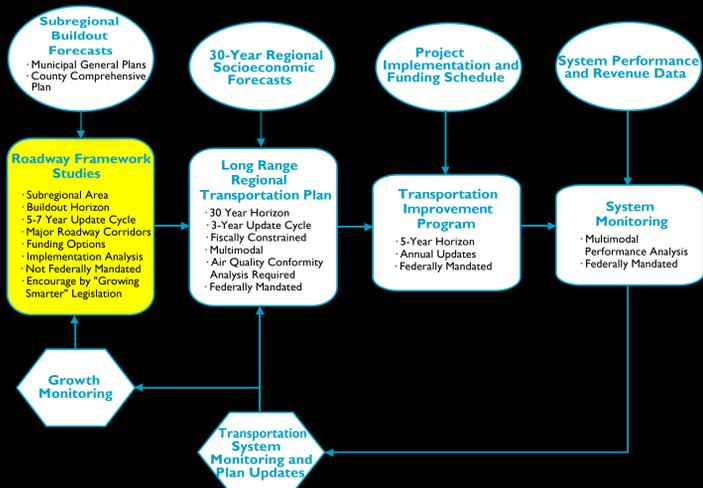
Scenario	Dwelling Units	Population	Employment (jobs)
2005	55,000	138,000	48,000
2030	395,000	948,000	379,000
Buildout Assumptions	906,000	2,862,000	836,000

Much of the impetus for this one-year study arose from the need to preserve Interstate 10—currently the only freeway serving the area—as the primary corridor for moving people and goods across the United States, as well as between metropolitan Phoenix and the ports in Los Angeles and Long Beach. At “Buildout,” perhaps 50 or more years in the future, Buckeye and Surprise expect to be among the five largest cities in Arizona. The previous table indicates the magnitude of projected population and employment growth scenarios from 2005 to 2030 and to Buildout.

Objectives Met:

- Laid out a conceptual network of north-south and east-west roadways that will provide access throughout the study area and preserve I-10 as an interstate travel and freight corridor;
- Identified potential traffic interchange locations on I-10 and proposed high-capacity roadways;
- Developed priorities for the next steps leading to ultimate construction of the proposed roadway network, regional connections and future I-10 interchanges;
- Studied opportunities for alternative transportation modes;
- Evaluated funding options, and assessed the capacity of existing and potential sources of funding;
- Recommended appropriate access management strategies for each functional class of roadway; and
- Specified future corridors in which right-of-way should be preserved now.

Relationship to Regional Planning



Interstate 10/ Hassayampa Valley Roadway Framework Study

June 2007

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MARICOPA ASSOCIATION OF GOVERNMENTS **bqaz**

Coordination and Outreach

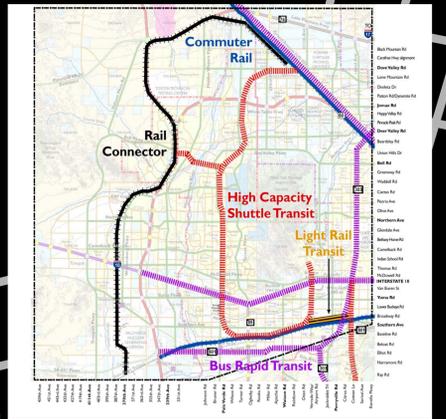


The MAG I-10/Hassayampa Valley Roadway Framework Study included an agency coordination and community outreach program throughout the project. More than 120 meetings were conducted with public agency staff, elected officials, and a wide range of private “stakeholders” with an interest in the area, such as landowners and developers. All of these public and private stakeholders were invited to participate in four “Development Forums.” Over 100 people attended each event, including several elected officials. A Community Open House followed the third forum.

The MAG team supplemented these meetings and events with two newsletters and a special web page linked to the main MAG website. The website was continually updated to provide the most current information during the entire study.

Alternative Modes

While focusing in this study on the future roadway network, MAG and its partners recognize the importance of alternative modes in helping to meet the future travel and freight transportation needs of the Hassayampa Valley. The study recommends investigation of a new north-south freight railroad line across the study area, which would link proposed intermodal facilities of the Union Pacific and BNSF railroads. In addition, MAG is developing a strategic implementation plan for commuter (passenger) rail throughout Maricopa County. There will also be opportunities for future high-capacity transit corridors (bus rapid transit or light rail) linking communities within the study area.



New Parkway Functional Classification

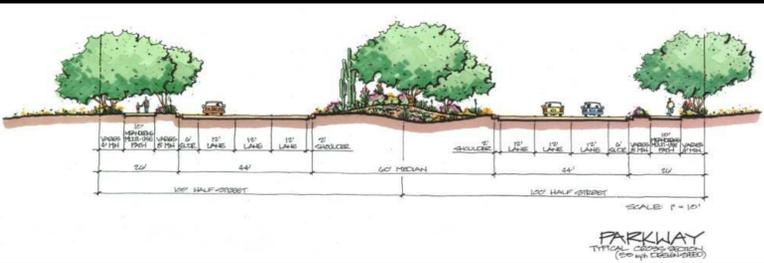
As the study progressed, it became clear that new high-capacity roadways will be needed in the Hassayampa Valley. It was equally clear that building a dense freeway grid may never be possible. Therefore, the conceptual network contains many intermediate-capacity facilities known as parkways. This facility has an excellent record of providing capacity up to double that of a conventional arterial, at a fraction of the cost of a freeway.

Parkway characteristics include:

- Six- to eight-lane divided roadways
- High degree of access management
- Right-of-way of at least 200 feet
- Minimum 60-foot median to accommodate storage for indirect left turns

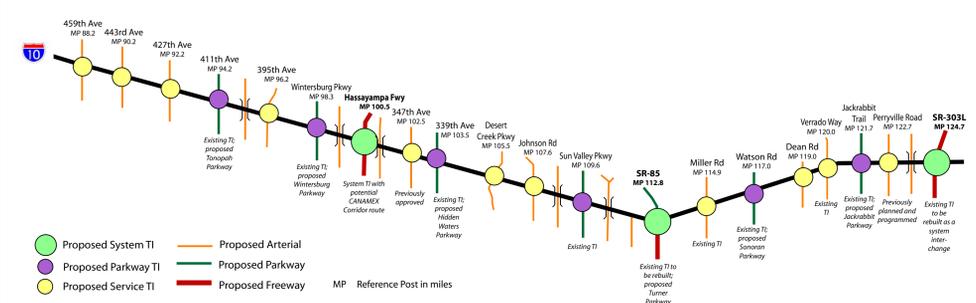
A unique intersection design feature that greatly increases parkway capacity is the “indirect left turn.” Traditional left turns are not permitted at intersections, resulting in a simple two-phase signal cycle that improves traffic operations and safety. At high-volume junctions between two parkways, grade-separated intersection may be provided instead of a conventional at-grade intersection.

Parkways are an essential element of the project roadway network, with approximately 20 proposed alignments. To the extent permitted by topography and local plans, parkways are spaced approximately three to five miles apart—as opposed to a desirable eight- to ten-mile distance between freeways.



Traffic Interchange Locations

FHWA and ADOT are working to have a minimum spacing of two miles between interchanges on Interstate highways, except where closer spacing already exists or was previously approved. (The minimum spacing from the nearest freeway-to-freeway or “system” interchange is three miles.) On the 36-mile segment of I-10 traversing the study area boundaries, there will be 20 interchanges.



Project Team:

DMJM HARRIS | AECOM

Wilson & Company, Inc.

Partners for Strategic Action, Inc.

Curtis Lueck & Associates

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Stakeholder Team

Funding Partners:

- Maricopa Association of Governments (MAG)
- Town of Buckeye
- City of Goodyear
- City of Surprise
- Arizona Department of Transportation (ADOT)
- Maricopa County Department of Transportation (MCDOT)

Study Review Team:

- ADOT
- Arizona State Land Department (ASLD)
- City of Glendale
- City of Goodyear
- City of Surprise
- Federal Highway Administration (FHWA)
- Flood Control District of Maricopa County (FCDMC)
- Luke Air Force Base
- MAG
- MCDOT
- Town of Buckeye
- U.S. Bureau of Land Management (BLM)

Conceptual Transportation Framework Recommendation

DRAFT

Conceptual Transportation Framework Recommendation

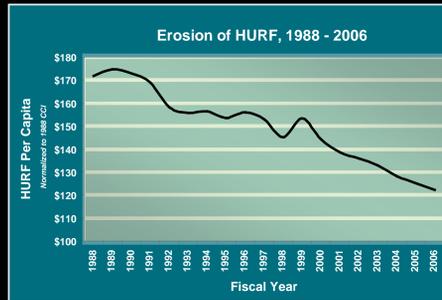
The recommended conceptual transportation framework for the Hassayampa Valley is illustrated to the left. The network includes several new freeways, identifies approximate locations of arterials, and introduces a new type of facility called a parkway. All of the framework routes should be viewed as generalized corridors, not as specific alignments. Specific locations for future roadway facilities will be established in future planning and design studies. The network of primary roads contains approximately 1,600 lane miles of freeways, 2,600 lane miles of parkways and 5,000 lane miles of arterials.

The dashed east-west line through the White Tank Mountains represents that such a connection will be necessary. MAG traffic forecasts show that such a tunnel (or an equivalent) will be necessary to provide adequate east-west capacity at buildout. It is recognized, however, that such a tunnel may not prove to be feasible. Therefore, the implementation and funding analysis in this study considers two scenarios: one with and one without a White Tank Mountain tunnel at \$3 billion.

In addition, the roadway system may include a set of frontage roads or collector-distributor roads on both sides of I-10 between Miller and Johnson Roads in Buckeye. These roads would enhance access to large-scale commercial development planned along this part of I-10.

Roadway System Funding

Building the conceptual network will cost about \$22 billion in today's dollars for the study area. The roadway projects are not yet in the adopted transportation plan, and no improvements are funded. The study team identified various transportation revenue sources in use today by study area jurisdictions, including the Highway User Revenue Fund or HURF (primarily the state gas tax), and the Regional Area Road Fund (RARF), which comes from the voter-approved half-cent sales tax. The HURF has been declining in real terms for almost twenty years, and the RARF expires in 2025. Accordingly, these major sources cannot be relied on for the proposed Hassayampa Valley framework. We need to identify and commit new funding sources to build the network. Funding will also be needed for continual operation and maintenance once construction is complete.



Potential revenue sources identified in the study include user fees, gas tax increases, toll roads, special taxation districts, another extension of the RARF, and regional development impact fees, among many others. Some new sources require approval by the state legislature and others may require approval by local elected officials or the voters.

There are no easy solutions to this funding predicament, as the sources that generate the most revenue will likely be the most difficult to enact. However, this study begins to set a strategy for funding policy consensus-building. Similar funding problems are evident throughout the state, and so a more regional initiative—perhaps even a coordinated statewide strategy—should be pursued over the coming years. Even though the conceptual network is a long-term vision, we should begin to think now about how to overcome the funding shortfall.

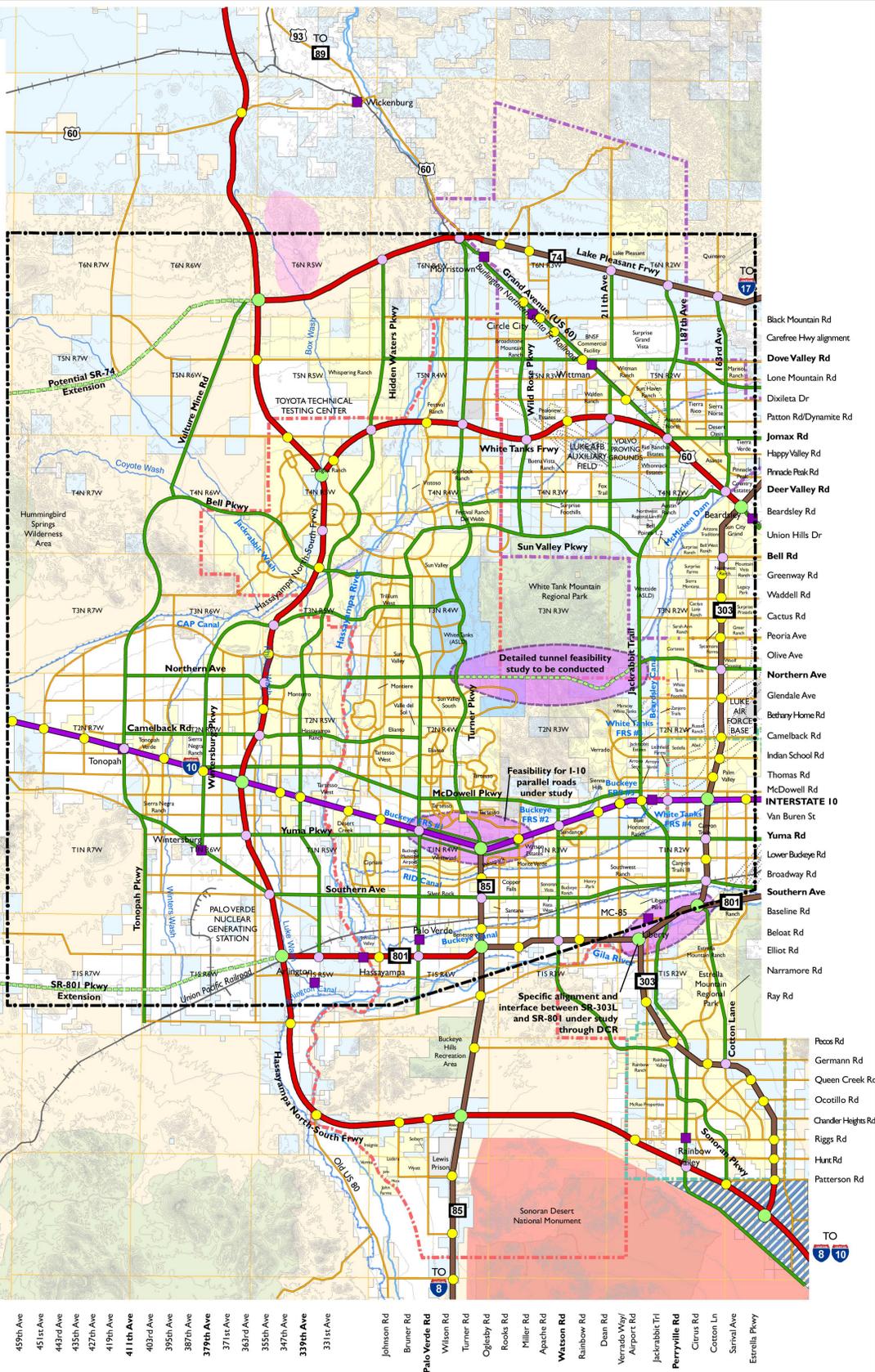
Implementation and Next Steps

Based on recent discussions between study team members and the four major jurisdictions in the study area, the following table presents one reasonable scenario for phased implementation of the recommended Hassayampa Valley freeway system, including future improvements to I-10. The table includes funded Proposition 400 projects on I-10, SR-74, SR-303L and SR-801, as well as the unfunded freeways. The next steps generally consist of corridor location and preliminary alignment studies, followed by right-of-way preservation in the short term to ensure that land is available when the facilities are needed.

Although not listed in the table for reasons of space, the parkways have been grouped into high, medium and low priorities. High-priority parkways include those singled out in local or regional plans, as well as those where expected near-term development makes right-of-way preservation urgent. The lowest-priority parkways are generally those located west of the proposed Hassayampa Freeway alignment.

Dates	Potential Activities
By 2015	Preserve R/W for SR-801, SR-303L to SR-85 Widen SR-85 to interim four-lane divided highway Preliminary alignment studies for SR-303L, SR-801 to Hassayampa Fwy Preliminary alignment studies for Hassayampa Fwy, I-10 to White Tank Fwy Preliminary alignment studies for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L Preliminary alignment studies for SR-801, SR-85 to Hassayampa Fwy
By 2015	Preserve R/W along SR-74 Construct SR-303L freeway, US-60 to I-10 Preserve R/W for SR-303L, SR-801 to Hassayampa Fwy
By 2015	Preliminary alignment studies for Hassayampa Fwy, White Tank Fwy to SR-74 Extension Preliminary alignment studies for Hassayampa Fwy, I-10 to SR-85 Preserve R/W for Hassayampa Fwy, I-10 to White Tank Fwy Preserve R/W for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L Construct TI at I-10/Perryville Rd
By 2030	Preliminary alignment studies for SR-74 Extension, US-60 to Hassayampa Fwy Preserve R/W for SR-801, SR-85 to Hassayampa Fwy Construct SR-303L freeway, I-10 to SR-801
By 2030	Preserve R/W for Hassayampa Fwy, White Tank Fwy to SR-74 Extension Preserve R/W for Hassayampa Fwy, I-10 to SR-85
By 2030	Construct SR-303L, SR-801 to Hassayampa Fwy Possibly construct interim Hassayampa Fwy facility, I-10 to White Tank Fwy Possibly construct interim White Tank Fwy facility, Hassayampa Fwy to US-60/SR-303L
By 2030	Initiate new TIs and other I-10 improvements, SR-303L to SR-85 Construct two-lane interim facility on SR-801 alignment, SR-303L to SR-85
By 2030	Preserve R/W for SR-74 Extension, US-60 to Hassayampa Fwy Possibly construct interim Hassayampa Fwy facility, White Tank Fwy to SR-74 Extension Complete I-10 improvements, SR-303L to SR-85 Improve SR-74 to full freeway Improve SR-85 to full freeway
Beyond 2030	Construct I-10 improvements, SR-85 to Hassayampa Fwy Complete SR-801, SR-303L to SR-85 Complete Hassayampa Fwy, I-10 to White Tank Fwy Complete White Tank Fwy, Hassayampa Fwy to US-60/SR-303L
Beyond 2030	Possibly construct interim SR-74 Extension, US-60 to Hassayampa Fwy
Beyond 2030	Complete Hassayampa Fwy, White Tank Fwy to SR-74 Extension Complete Hassayampa Fwy, I-10 to SR-801
Beyond 2030	Complete Hassayampa Fwy, SR-801 to SR-85
Beyond 2030	Construct I-10 improvements, Hassayampa Fwy to 459th Ave Complete SR-74 Extension, US 60 to Hassayampa Fwy Construct SR-801, SR-85 to Hassayampa Fwy

Listings in *italics* are entirely or partially RTP projects.



CONCEPTUAL TRANSPORTATION FRAMEWORK

- | | | | | |
|--|---|--|--|---|
| <ul style="list-style-type: none"> Study Area Boundary Railroads Roads Rivers/Washes Canals Unincorporated Communities Township/Range Noise Contours | <ul style="list-style-type: none"> Topography (100' contours) Proposed Arterial Traffic Interchange Proposed Service Traffic Interchanges Proposed Parkway Traffic Interchanges Proposed System Interchanges Planned Developments | <ul style="list-style-type: none"> BLM Raptor Protection Zone State Land Development Master Plan Sonoran Valley Planning Area Specific locations of further study Land Ownership BLM State Land | <ul style="list-style-type: none"> Regional Parks Military Bureau of Reclamation Planning Areas Buckeye Glendale Goodyear Surprise | <ul style="list-style-type: none"> Proposed Roadway Network Existing Freeway Improvements Future RTP Freeways New Freeway Proposals New Parkway Proposals New Parkway Alternatives Future Major Arterial Network |
|--|---|--|--|---|

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

General alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.
Locations of proposed freeway interchanges and the use of parallel roads along freeways are preliminary and subject to review and approval of the FHWA and ADOT.

Arterial river crossings are conceptual to demonstrate the number of crossing needed to support development. Final locations and number will be determined in engineering and water resource studies.
Locations of proposed roadway facilities south of the study area are subject to refinement in the I-8 and I-10/Hidden Valley Roadway Framework Study to be completed in 2008, and roadways north to be planned in the New River Roadway Framework Study, schedule to be determined.



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Interstate 10/Hassayampa Valley Roadway Framework Study



JULY 9, 2007

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 18, 2007

SUBJECT:

Regional Support for Low Demand Homeless Overflow Shelter

SUMMARY:

At the June MAG Management Committee meeting, there was discussion about regional support for the low demand homeless overflow shelter operated by Central Arizona Shelter Services (CASS). Since then, municipalities have come forward to offer support to CASS. Maricopa County has been and continues to be a significant funder of the shelter. The Management Committee requested the MAG Continuum of Care Regional Committee on Homelessness to address the low demand shelter issue. The Continuum of Care has recommended a resolution supporting the shelter.

The resolution reads: The MAG Continuum of Care Regional Committee on Homelessness supports the low demand homeless overflow shelter operated by Central Arizona Shelter Services. The shelter is at capacity each night by serving up to 325 homeless single men who would otherwise be sleeping on the streets. Funding for the shelter will run out in November 2007. The low demand overflow shelter is an important regional issue that may become a crisis if additional funding is not secured.

Overflow shelter is the term used to describe homeless shelters that are offered during times of increased need, such as the summer months. It is considered "low demand" not because it is not needed, but because the shelter does not make many demands of its homeless clients. For example, case management is a service that is available to the clients, but is not required as in the traditional shelter model. The low demand shelter model has been proven particularly successful in engaging hard-to-serve populations that typically resist treatment but access high dollar emergency services.

Despite the proven results of the low demand overflow shelter, lack of funding may mean the shelter will close in November 2007. The Arizona Department of Housing has pledged to match any funds contributed by the municipalities. Anyone wanting to support the shelter may contact Mark Holleran, the Executive Director of CASS, at (602) 256-6945.

PUBLIC INPUT:

An opportunity for public input was made available at the August MAG Management Committee meeting. No input was offered.

An opportunity was also made available at the July 23, 2007 MAG Continuum of Care Regional Committee on Homelessness meeting. One citizen emphasized the hours of operation for the low demand shelter of 7:00 p.m. to 7:00 a.m. facilitated institutions such as hospitals and prisons as well as outreach teams dropping off homeless men throughout the night. This makes the low demand shelter more accessible than the traditional shelters that only accept new clients until a certain time of night, such as 8:00 p.m.

Another citizen suggested that the services provided by the current shelter system, including the low demand shelter, might be enough to meet the demand if there was adequate housing available to people when they left the shelters. If true, then the priority for new programs should be on housing, not building new shelters.

A third citizen urged that attention be given to homeless young adults between the ages of 18 and 25 who are reluctant to enter large shelters because of safety concerns. They may need a different option more appropriate to their age and experience.

PROS & CONS:

PROS: This resolution proactively responds to a vital concern that can have devastating effects if not addressed. The overflow low demand shelter successfully serves homeless people resistant to regular shelters. When not in shelter, this population tends to access more emergency services at a high cost to the community. Providing funding for the shelter would provide a stable base of support and ensure that high-need, hard-to-serve homeless men have a safe place to stabilize instead of living on the streets at a high cost to the community.

CONS: While sheltering homeless people will ultimately save the municipalities money in terms of reduced utilization of emergency services and crime, the initial investment of funds or in-kind support may impose a burden. Some municipalities are struggling to provide human services within their own jurisdictions and may not be in a position to support the shelter.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The overflow shelter has been at capacity by serving more than 320 single homeless men every night. The needs of these men are just as important as their numbers because the shelter serves an extremely vulnerable population. CASS reports that more than 45 percent of the single men in the overflow shelter are seriously mentally ill. In addition, more than 66 percent are 40 years of age. This is twice the number of men in this age range in the regular CASS shelter. In addition, one third of the single men in the overflow shelter have been discharged from the Department of Corrections. One in five single men has a physical disability which affects their ability attain self-sufficiency. When such chronically homeless people are engaged with services and shelter, they are more successful at securing employment and housing. Research has proven that this intervention is cheaper to provide than having people remain homeless and accessing emergency services such as hospitals, police and fire departments.

POLICY: This resolution promotes the policy that addressing homelessness is a regional concern requiring regional support. Some municipalities have long histories of supporting the shelter, such as the City of Phoenix. Others have recently come forward, such as the City of Peoria committing support to the regular CASS shelter. CASS is committed to maintaining operation of their traditional single adult and family shelters. Without additional funding and a regional policy that supports their operation of the low demand shelter for men, they will be unable to continue operating the low demand shelter. This will leave more than 300 hard-to-serve homeless men with significant barriers to obtaining housing living on the streets with no one designated to assist them.

ACTION NEEDED:

Approval of the resolution of the MAG Continuum of Care Regional Committee on Homelessness supporting the Central Arizona Shelter Services' low demand overflow shelter for single homeless men.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee recommended approval of the resolution supporting the Central Arizona Shelter Services' low demand overflow shelter for single homeless men at the August 8, 2007 meeting.

MEMBERS ATTENDING

Jan Dolan, Scottsdale, Chair	Pat Dennis for B.J. Cornwall, El Mirage
Charlie McClendon, Avondale, Vice Chair	Alfonso Rodriguez for Orlando Moreno, Fort McDowell Yavapai Nation
# George Hoffman, Apache Junction	Tim Pickering, Fountain Hills
Dave Wilcox, Buckeye	* Lynn Farmer, Gila Bend
* Jon Pearson, Carefree	Derek White for Joseph Manuel, Gila River Indian Community
* Usama Abujbarah, Cave Creek	George Pettit, Gilbert
Mark Pentz, Chandler	

Brent Stoddard for Ed Beasley,
 Glendale
 Jim Nichols for Brian Dalke, 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
 Jeff Kulaga for Will Manley, Tempe
 Chris Hagen for Reyes Medrano,
 Tolleson
 * Steve McKay, Wickenburg
 Lloyce Robinson, Youngtown
 Dale Buskirk for Victor Mendez, ADOT
 David Smith, Maricopa County
 David Boggs, Valley Metro/RPTA

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

The MAG Continuum of Care Regional Committee on Homelessness voted on July 23, 2007 to recommend approval of the resolution supporting the Central Arizona Shelter Services' low demand overflow shelter for single homeless men.

MEMBERS ATTENDING:

Councilmember Greg Stanton, Phoenix,
 Chair
 Roberto Armijo, Community Information
 & Referral Services
 + Jeremy Arp for David Barnhouse, Governor's
 Office
 * Maryann Beerling, New Arizona Family
 * Judy Bowden, Mesa United Way
 Brad Bridwell, US Vets
 Kathryn Brown, AZ Dept of Corrections
 Kendra Cea, APS
 Trinity Donovan, Valley of the
 Sun United Way
 Councilmember Steve Frate, Glendale,
 * Theresa James, City of Tempe
 Deanna Jonovich, City of Phoenix
 Don Keuth, Phoenix Community Alliance,
 Co-Vice Chair
 * Dan Lundberg, Surprise
 Mike McQuaid, HSC

Nick Margiotta, Phoenix Police Department
 * Carrie Mascaro, Catholic Charities
 * Terra Masias, Chicanos Por La Causa
 Meggan Medina, AZ Dept of Housing
 * Guy Mikkelsen, Foundation for Senior Living
 * Carolyn Mitchell, Wells Fargo
 * Darlene Newsom, United Methodist
 Outreach Ministries
 Laura Skotnicki, Save the Family
 Annette Stein, Maricopa County HS
 Jacki Taylor, ACEH
 * Margaret Trujillo, MG Trujillo Associates
 * Councilmember Mike Whalen, Mesa
 * Supervisor Mary Rose Wilcox, Maricopa Co.
 * Ted Williams, AZ Behavioral Health
 Corporation
 Diana Yazzie Devine, Native American
 Connections

- *Those members neither present nor represented by proxy.
- +Those members present by audio or videoconference.

The MAG Management Committee discussed regional support for the low demand overflow shelter for information and discussion on June 13, 2007.

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair
 Jan Dolan, Scottsdale, Vice Chair
 # George Hoffman, Apache Junction
 Charlie McClendon, Avondale
 Dave Wilcox, Buckeye
 Jon Pearson, Carefree

Usama Abujbarah, Cave Creek
 Mark Pentz, Chandler
 Pat Dennis 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
Mario Saldamando for Stephen
Cleveland, Goodyear
Mark Johnson, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Tom Martinsen, Paradise Valley
John Wenderski for Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Mark Young for John Kross,

Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman for Will Manley,
Tempe
* Reyes Medrano, Tolleson
* Steve McKay, Wickenburg
* Lloyce Robinson, Youngtown
Bill Hayden for Victor Mendez, ADOT
Kenny Harris 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:

Amy St. Peter, MAG, (602) 254-6300

CENTRAL ARIZONA SHELTER SERVICES, INC. (CASS)
MEN'S OVERFLOW/LOW DEMAND SHELTER CRISIS
JULY 2007

Issue

CASS currently has a commitment of \$500,000 towards the projected \$1.1 million budget necessary to operate the Men's Overflow/Low Demand Shelter (MOS) through June 30, 2008. If additional funding is not secured immediately, the CASS Board of Directors has authorized the closure of the MOS in November when existing funding is exhausted. This will result in approximately 325 homeless single adult men losing access to shelter and returning to valley streets.

Background

CASS began providing MOS in 2005 in response to a heat emergency which resulted in the county wide deaths of over 30 unsheltered homeless individuals. Since July of 2006, CASS has operated the MOS at 1214 W. Madison. From January through July 2007, CASS has served 3,450 unduplicated homeless men in the MOS.

For FY 07/08, CASS' only commitment to the year round MOS operation is from Maricopa County in the amount of \$500,000. In the prior year, the Arizona Department of Housing (ADOH) had provided a one-time grant of \$500,000 for the MOS. While it can no longer maintain that commitment, it has indicated for FY 07/08 a desire to match any new contributions from valley cities and towns. Without additional funding commitments, CASS will cease MOS operations in November of 2007.

Program Description

MOS provides overnight (7 p.m. to 7 a.m.) access to safe and secure shelter. Shelter accommodations are minimal (floor mats, restrooms, and water). Security is provided by shelter staff supported by two off-duty City of Phoenix Police officers. The MOS serves:

- Men turned away from existing shelter programs due to occupancy limitations
- Individuals with extreme service needs including the disabled, the elderly, and those with physical or behavioral health issues.
- Unsheltered "chronic homeless" engaged by street outreach or other mainstream providers.
- Working individuals without access to shelter or affordable housing options.

While supportive services are not mandatory, a case manager and outreach services have been added to assist clients in accessing services from the Human Services Campus (HSC) or CASS' case managed emergency shelter programs. The MOS Program currently serves an average of 325 single adult men each night.

Community Benefits

Health and Human Services Benefits – MOS ensures almost every homeless single adult male seeking shelter has a safe shelter option reducing risk of illness or death due to exposure and violence. The MOS works with outreach and community referral programs to provide a first point of contact in engaging chronically homeless individuals into shelter, HSC supportive services, and housing programs to begin the process of permanently ending their homelessness.

Regional Services – Since January, 64% of clients report Phoenix as their last city of residence, with the balance having come from other communities in Maricopa County or Arizona. The program has also provided shelter for individuals engaged or delivered by regional "mainstream" service providers including local police departments, the behavioral health system, social service outreach efforts, the health care system and the criminal justice system.

Cost Effectiveness – The cost of a night of lodging in the MOS is approximately \$9.25. This is a fraction of the cost of incarceration, emergency services intervention, hospitalization, or other costs incurred by unsheltered homeless individuals in the community.

Recommendation

CASS respectfully asks each City or Town to:

Contribute to CASS for the operation of the MOS through June 30, 2008. This must be new funding and cannot impact current funding committed for CASS' existing emergency shelter operations.

For additional information or to contribute, please contact:

Mark Holleran
Chief Executive Officer
Central Arizona Shelter Services, Inc.
230 S. 12th Avenue
Phoenix, AZ 85007
(602) 256-6963
mholleran@cass-az.org

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 18, 2007

SUBJECT:

Youth Empowerment Project Update

SUMMARY:

In August 2007, the MAG Regional Domestic Violence Council approved the professional production of the winning public service announcement (PSA) video. This PSA is an important part of the MAG Youth Empowerment Project. The MAG Regional Domestic Violence Council and the MAG Human Services Coordinating Committee partner on the Youth Empowerment Project to ensure teens receive resources that will keep them safe. Through the public service announcement competition, teens developed messages to promote the project and the website www.weboffriends.org. The winning video entry will be shown at the meeting with the purpose of providing information about the project and inviting members to feature the PSA on their community cable stations and Web sites.

The Youth Empowerment Project is supported by an Innovative Grant through the Governor's Office. In fiscal year 2007, the project was developed after teens participating in MAG focus groups shared they didn't feel safe in their relationships, their schools, or their homes. Teens stated they were more likely to speak to a friend about safety concerns than their parents, teachers, or counselors. With this information, the Youth Empowerment Project was designed to speak to teens about dating violence and empower them to help each other. The project includes the Web of Friends website and a public service announcement (PSA) competition. Funding for the project was renewed for a second year.

PUBLIC INPUT:

An opportunity was made available at the August 16, 2007 MAG Regional Domestic Violence Council meeting. No public comments were made at this time. **Another opportunity was made available at the MAG Management Committee meeting on September 12, 2007. No public comments were made.**

PROS & CONS:

PROS: Distribution of the Youth Empowerment Project's public service announcement video will spread awareness of the prevalence of teen dating violence. By informing teens of the early warning signs of abusive relationships and promoting healthy relationships, this project serves as an approach to eliminating domestic violence in the region.

CONS: No negative impact is anticipated.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The issue of dating violence is prevalent among teens. Nationally, nearly one in five teen girls who have been in a relationship said a boyfriend had threatened violence or self harm if presented with a breakup. Fifty-four percent of high school students report dating violence among their peers. In focus groups conducted by MAG, 51 percent of teens reported that they, or someone they knew, had been involved in a violent dating relationship. The Youth Empowerment Project brings awareness to the fact that dating violence is common and teens experiencing this situation are not alone.

POLICY: The Youth Empowerment Project promotes policy based on prevention as well as intervention. This project serves to speak to teens about relationship abuse to assist them in making relationship decisions that will impact the rest of their lives. By bringing awareness to the issue of dating violence, teens will have the information and tools they need to build healthy relationships, and knowledge of resources for assistance if they are experiencing an abusive relationship. This project will assist in reducing the need for domestic violence intervention programs in the future.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee heard an update on the project and viewed the presentation for information and discussion at their September 12, 2007 meeting.

MEMBERS ATTENDING

- | | |
|--|--|
| Jan Dolan, Scottsdale, Chair | Darryl Crossman, Litchfield Park |
| Charlie McClendon, Avondale, Vice Chair | Christopher Brady, Mesa |
| # Bryant Powell for George Hoffman,
Apache Junction | Tom Martinsen, Paradise Valley |
| Dave Wilcox, Buckeye | Terry Ellis, Peoria |
| * Jon Pearson, Carefree | Frank Fairbanks, Phoenix |
| * Usama Abujbarah, Cave Creek | John Kross, Queen Creek |
| Mark Pentz, Chandler | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Pat Dennis for B.J. Cornwall, El Mirage | Doug Sandstrom for Jim Rumpeltes,
Surprise |
| Alfonso Rodriguez, Fort McDowell
Yavapai Nation | Jeff Kulaga, Tempe |
| # Tim Pickering, Fountain Hills | Reyes Medrano, Tolleson |
| * Lynn Farmer, Gila Bend | Gary Edwards, Wickenburg |
| * Joseph Manuel, Gila River
Indian Community | Lloyce Robinson, Youngtown |
| George Pettit, Gilbert | Bill Hayden for Victor Mendez, ADOT |
| Jessica Blazina for Ed Beasley, Glendale | David Smith, Maricopa County |
| Brian Dalke, Goodyear | Bryan Jungwirth for David Boggs,
Valley Metro/RPTA |
| * Mark Johnson, Guadalupe | |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

The MAG Regional Domestic Violence Council voted on August 16, 2007 to approve the Youth Empowerment Project's public service announcement video for distribution throughout the region.

MEMBERS ATTENDING

- | | |
|---|--|
| Mary Manross, Mayor, Scottsdale, Chair | Laura Guild, DES |
| * John A. Blackburn, Jr., AZ Criminal Justice
Commission | Shannon Cotton for Cindy Hallman, Marley
House |
| * Jennifer Casaletto, Maricopa Medical Center | Bill Hart, Office of the Attorney General |
| Debbie Nez for Salt River Pima-Maricopa
Indian Community | * Brenda Holland, Councilmember, Goodyear |
| * Suzanne Cohen, Maricopa County Attorney's
Office | Linda Melendez for Dan Hughes, Surprise |
| * JoAnn Del-Colle, Phoenix Family Advocacy
Center | * Cmdr. Kim Humphrey, Phoenix Police
Department, Vice Chair |
| Trinity Donovan, Councilmember, Chandler | Karla Houston for Lynette Jelinek, Glendale
Fire Department |
| | Candace Johnson, Prehab of Arizona |

Sarah Youngblood for Lillian Johnson,
Community Legal Services

Alice Gharieb for Mary Lynn Kasunic, Area
Agency on Aging

- * Patricia Klahr, Chrysalis Shelter
- Phil Lieberman, Councilmember, Glendale
- * Jodi Beckley Liggett, AZ Foundation for
Women
- Betty Lynch, Councilmember, Avondale
- * JoEllen Lynn, American Express
- Kendra Leiby for Christy Moore, Arizona
Coalition Against Domestic Violence

+ Those attending by video/audio conference

* Those not present or represented by proxy

Maria-Elena Ochoa, Governor's Office

Michael Parascandola, Goodyear

Celeste Adams for Janice Parker, Save the
Family Foundation

Connie Phillips, Sojourner Center

- * Lynn Potts for John Pombier, Mesa
- Michelle Layman for Kerry Ramella, Phoenix
Fire Dept.
- * Sandra Renteria, Phoenix Police Department
- Tina Solomon, Phoenix Prosecutor's Office
- * Judy Tapscott, Tempe
- * Rick Ybarra, Value Options

CONTACT PERSON:

Amy St. Peter, MAG, (602) 254-6300