

November 25, 2008

TO: Members of the MAG Regional Council

FROM: Mayor Mary Manross, Scottsdale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.
Wednesday, December 3, 2008
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

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

The next MAG 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

**MAG REGIONAL COUNCIL
TENTATIVE AGENDA
December 3, 2008**

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 September 24, 2008, Meeting Minutes

5A. Review and approval of the September 24, 2008, meeting minutes.

TRANSPORTATION ITEMS

*5B. Arterial Life Cycle Program Status Report

A status report on the Arterial Life Cycle Program (ALCP) is provided for the period between April 2008 and September 2008 and includes an update on Project work, the remaining FY 2009 schedule, and ALCP revenues and finances. Please refer to the enclosed material.

*5C. Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

In December 2006, the MAG Regional Council approved the set of projects to be funded from the Statewide Transportation Acceleration Needs (STAN) Account. One of the STAN projects that is under construction is the HOV lane on L101 from Tatum Boulevard to Princess Drive. The bid for this project was about \$12.2 million less than the \$32.5 million of STAN funds allocated to this project. Another STAN project, which is on L303, involved the construction of crossings at Bell Road, Cactus Road and Waddell Road for a total of \$22 million. Final design for this project is underway and the construction costs have been revised to \$34.1 million. In addition, the right of way acquisition to complete this project is estimated at \$26.2 million. A shift of the project savings from the L101 HOV project to the L303 project is being requested. There is no fiscal impact on the MAG Freeway Program. The MAG Management Committee and the Transportation Policy Committee recommended approval of the request. Please refer to the enclosed material.

*5D. Input on Business Representatives on the Transportation Policy Committee

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members to the Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On

5B. Information.

5C. Approval of the request to decrease STAN funding by \$12.2 million for the L101 from Tatum Boulevard to Princess Drive project and increase the funding by \$12.2 million for the L303 project that includes crossings at Bell Road, Cactus Road, and Waddell Road.

5D. Approve having the Chair of the MAG Regional Council forward the two names recommended by the TPC to the Speaker of the House of Representatives for consideration.

December 31, 2008, the terms of two of the TPC business members will expire. On October 28, 2008, a memorandum was sent to Regional Council members requesting names for the business representatives. One of the two business members must represent construction interests. This is defined in state law as "a company whose primary function consists of building freeways, highways or major arterial streets." The other business member would represent regionwide business. The law defines regionwide business as "a company that provides goods or services throughout the county." State law provides that members serve six-year terms of office. At the November 19, 2008, TPC meeting the names of three individuals were brought forward. Two of the individuals currently serve on the Committee: Mr. Jed Billings of FNF Construction, (construction interest seat), and Mr. Mark Killian of The Killian Company/Sunny Mesa Inc. (regionwide business interest seat). The third individual whose name was brought forward is Mr. Doug Pruitt of Sundt Construction. Both Mr. Billings and Mr. Killian have indicated their willingness to serve on the TPC if appointed. Since the TPC meeting, Mr. Pruitt has indicated that although he appreciates the opportunity to serve on the TPC, he would be unable to fulfill the duties required of the position. The Regional Council is requested to approve having the Chair of the Regional Council forward the two names recommended by the TPC to the President of the Senate for consideration. Please refer to the enclosed material.

*5E. ADOT Red Letter Process

In June 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, 2008 to June 30, 2008. 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.

5E. Information and discussion.

*5F. 2008 Annual Report on the Status of the Implementation of Proposition 400

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2008 Annual Report is the fourth report in this series. Staff will brief the Regional Council on the findings of the 2008 report, including the status of the Life Cycle Programs for Freeways/Highways, Arterial Streets, and Transit. A Summary of Findings and Issues has been enclosed and the full report is available on the MAG website. Please refer to the enclosed material.

*5G. Project Changes: Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and the FY 2009 Arterial Life Cycle Program

The FY 2008-2012 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed project changes to the FY 2008-2012 TIP are listed in the attached Tables. The project changes in Table A were recommended for approval by the Transportation Policy Committee and include three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. Table A also includes requested project changes for funding and schedule changes to Arizona Department of Transportation projects on Loop 303, and explains the ALCP project change requests by Fountain Hills and Scottsdale to modify regional costs for project work phases. Since the Transportation Policy Committee meeting in October, it was found that four paving projects in Chandler, El Mirage, Ft. McDowell, and Phoenix funded with CMAQ funds need to be included in the FY 2008-2012 TIP, which are listed in Table B. These four projects were

5F. Information and discussion.

5G. Approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

previously approved by Regional Council in January 2008. The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Please refer to the enclosed material.

*5H. Commuter Rail Update

The Regional Transportation Plan that was presented to the voters in Proposition 400 included \$5 million to develop commuter rail options and implementation strategies. In January 2006, the Regional Council approved forming a commuter rail stakeholders group to assist in preparing a draft scope of work for a commuter rail study. In October 2006, the Regional Council approved selecting URS Corporation to develop a MAG Commuter Rail Strategic Plan. In April 2008, the Regional Council accepted the MAG Commuter Rail Strategic Plan and recommended that MAG proceed with the first four implementation steps: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning. In July 2008, the Regional Council Executive Committee approved the selection of URS Corporation to develop the Grand Avenue Commuter Rail Corridor Development Plan for an amount not to exceed \$600,000. At the time, several members advocated that the Union Pacific Corridor also be studied. This corridor was not included due to the Arizona Department of Transportation's (ADOT) current work with Union Pacific on the corridor leading from Tucson to the Phoenix metropolitan area and Union Pacific's desire to only work with ADOT on the corridor. Union Pacific's position has recently changed and ADOT has indicated that a team arrangement with MAG and ADOT on the Union Pacific Corridor within the MAG region would be workable. It is anticipated that a scope of work will be discussed in the Commuter Rail Stakeholders group for a Union Pacific Development Plan within the MAG region. The cost of the Union Pacific Development Plan will

5H. Information.

be determined once the scope is identified. Due to the greater track length than the Grand Avenue Commuter Rail Corridor Development Plan, the cost is likely to exceed the \$600,000 amount that was approved for the Grand Avenue Corridor. Additional transit studies will require another staff member at MAG. Currently MAG has a 1/4 staff position vacancy that could be used as part of a full time position. Another component of the Union Pacific corridor is a grant received by ADOT to develop an environmental impact statement for the corridor between Tucson and Phoenix. This grant requires a 50/50 match (\$1 million). A report on these commuter rail activities was provided to the Regional Council Executive Committee and Transportation Policy Committee. Once the project scope is determined, a request to fund the study and the staff position will be provided to the Management Committee and Regional Council Executive Committee.

AIR QUALITY ITEMS

*5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on conformity assessments for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment contains several projects, including three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. The proposed administrative modification contains several projects, including funding and schedule changes to Arizona Department of Transportation projects on Loop 303 and minor revisions to three Pima Road projects in Scottsdale. Since the Transportation Policy Committee meeting in October, it was found that four additional paving projects in Chandler, El Mirage, Fort McDowell Yavapai Nation, and Phoenix funded with CMAQ funds were inadvertently omitted from the amendment to the FY 2008-2012 TIP approved by the MAG Regional Council on July 23, 2008.

5I. Consultation.

These four projects were previously approved by the Regional Council on January 30, 2008 and need to be included in the MAG TIP. The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessments are requested by December 3, 2008. Please refer to the enclosed material.

GENERAL ITEMS

*5J. Approval of the Draft July 1, 2008 Maricopa County and Municipality Resident Population Updates

MAG staff has prepared draft July 1, 2008, Maricopa County and Municipality Resident Population Updates. The Updates, which are used to allocate \$23 million in lottery funds to local jurisdictions, prepare budgets and set expenditure limitations, were prepared using the 2005 Census Survey as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Commerce, the MAG Population Technical Advisory Committee recommended approval of these Updates provided that the County control total is within one percent of the final control total. The Management Committee recommended approval. Please refer to the enclosed material.

*5K. Proposed 2009 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2009 revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions are currently being reviewed by MAG member agency Public Works Directors and/or Engineers for a one month period. If no objections to any of the proposed

5J. Approval of the July 1, 2008 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

5K. Information and discussion.

revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2009. This item was provided to the Management Committee. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. METRO Light Rail Update

On December 27, 2008, the new 20-mile light rail system (METRO) will begin service. This is the culmination of many years of work by METRO and others to bring a new mode of travel to this region. Many events are being planned to celebrate this effort and important safety information is being made available to the public. A status report on the project and activities relevant to the grand opening will be provided.

7. Transportation Planning Update

At the October 15, 2008, Transportation Policy Committee (TPC) meeting, the financial outlook for the Regional Freeway Program was discussed. Staff presented items for future discussion by the TPC to bring the 20-year costs and revenues in balance for the program. At the November 19, 2008, TPC meeting, the strategies were further discussed, along with an updated financial report for the freeway program that incorporates the revised revenue projections. In addition, a report from a peer review group regarding regional transit was also provided to the TPC. An update on the items under discussion by the TPC will be provided to the members of the Regional Council.

6. Information and discussion.

7. Information and discussion.

GENERAL ITEMS

8. Outdoor Light Pollution

Members of Arizona's astronomy community approached MAG about issues related to outdoor light pollution in Maricopa County. A presentation on Outdoor Light Pollution Standards was given to the MAG Planners Stakeholders Group in August. It was reported that outdoor light pollution creates a significant waste of electricity and money, and degrades the visibility of our night skies. Arizona is home to world-class observatories with an estimated \$250 million annual benefit to the state's economy. The local astronomy community would like the counties, municipalities and Tribal Nations to consider revisiting the adequacy and enforcement of their respective lighting ordinances in an effort to reduce light pollution associated with population growth. The goal is to provide quality lighting to improve visibility, save energy, and protect dark skies. Please refer to the enclosed material.

9. Defining a Citizen's Agenda for Arizona

The Center for the Future of Arizona will be conducting a Gallup Poll for the purpose of building a citizen's agenda that reflects what Arizonans are thinking and identifies a set of clear, measurable goals that describe "The Arizona We Want" in authentic language that is meaningful to citizens. From the input received from the poll, the Center will produce a set of goals, scorecards and "how to" strategies that citizens are willing to support - and which can be addressed by future political candidates using common language. A presentation on the project will be provided.

10. Implementation of GovDelivery for Electronic Communication

MAG has instituted a new system to provide faster delivery of information to the MAG member agencies and the general public. The GovDelivery system will facilitate more rapid communication, promote public access to information, allow interested parties to have more control over the information they receive

8. Information and discussion.

9. Information and discussion.

10. Information, discussion and input on mail delivery preferences.

from MAG and facilitate a reduction in paper mailings to reduce costs and environmental impacts. An update on the implementation will be provided and members will be requested to indicate preferences regarding the delivery of electronic and hard copy mailings. Please refer to the enclosed material.

11. Legislative Update

Recently Congress has been considering a stimulus package to boost the national economy. To provide information for this effort, staff has provided funding amounts in transportation and other categories that may be possible to implement in a short period of time. Staff will provide an update on these Congressional efforts.

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.

11. Information and discussion.

12. Information.

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

September 24, 2008
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Mary Manross, Scottsdale, Chair
Vice Mayor Peggy Neely, Phoenix, Vice Chair
Councilmember Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
+ Vice Mayor Elaine May for Mayor Jackie Meck,
Buckeye
* Mayor Wayne Fulcher, Carefree
Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
Treasurer Pamela Mott for President Clinton
Pattea, Fort McDowell Yavapai Nation
Mayor Jay Schlum, Fountain Hills
Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
* Mayor James M. Cavanaugh, Goodyear

Councilmember Roy Perez for Mayor Frank
Montiel, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa
County
Mayor Scott Smith, Mesa
Councilmember Jini Simpson for Mayor
Vernon Parker, Paradise Valley
Mayor Bob Barrett, Peoria
Mayor Art Sanders, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
* Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
* Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
Victor Flores, State Transportation Board
David Martin, Citizens Transportation
Oversight Committee

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

1. Call to Order

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

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Manross noted that Councilmember Robin Barker, Mayor Boyd Dunn, Mayor Fred Hull, Mayor Marie Lopez Rogers, Mayor Art Sanders, and Treasurer Pamela Mott as proxy for President Clinton Pattea, were participating by teleconference. Vice Mayor Elaine May, as proxy for Mayor Jackie Meck, joined the meeting via videoconference.

Chair Manross noted that for agenda item #5D, the Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region, which was approved at the September 22, 2008, MAG Continuum of Care Regional Committee on Homelessness meeting, was at each place.

3. Call to the Audience

Chair Manross noted that public comment cards were available to members of the audience who wish to speak 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 to not 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 Manross noted that no public comment cards had been received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, provided a report to the Regional Council on activities of interest. Mr. Smith reported that MAG had received the Certificate of Achievement in Financial Reporting from the Government Finance Officers Association for the tenth year in a row. He congratulated the MAG Fiscal Services Division on this accomplishment.

Mr. Smith announced that the Don't Trash Arizona! anti-litter campaign had won the Public Relations Society of America 2008 Copper Anvil Award for the Government Public Service category. He noted that 2,000 litter violations have been reported via the MAG website and awareness has increased 29 percent since the campaign began. Mr. Smith congratulated MAG's Communications Division for their work on the campaign.

Mr. Smith stated that House Resolution 6532, a bill to restore solvency to the Highway Trust Fund, was signed by the President on September 15, 2008. He advised that the bill restores \$8 billion to the Highway Trust Fund. Mr. Smith noted that six highway projects in Arizona had been on hold due to the funding situation, including two in this region: State Route 85 widening north of Gila Bend in the amount of \$23.9 million and US 60 widening near Wickenburg in the amount of \$5.6 million. He stated that a continuing Resolution is expected to be funded at FY 2008 levels, and the new President and Congress would consider funding for next year.

Mr. Smith announced that MAG will be utilizing a new email notification service called GovDelivery, where interested stakeholders can sign up to receive updates to news and events, publications, meeting minutes and agendas that are published on the MAG Web site. He noted that rollout is expected by October 31, 2008.

Mr. Smith stated that Maricopa Region 9-1-1 has selected a new vendor for the Community Emergency Notification System (CENS). He noted that selection of this vendor will stretch the available funding for one more year. Mr. Smith also mentioned that the Homeland Security Council is in the process of reviewing the application that was submitted for funding the CENS program. If Homeland Security funding is provided it may extend the funding of CENS to 2010. Mr. Smith mentioned to the Council that CENS recently notified 600 residents when a 250 pound beehive was found in a neighborhood.

Mr. Smith stated that the MAG Communications Division has completed a video on the rubberized asphalt program. He noted that the video will be provided to MAG member agencies to play on municipal television channels.

Mr. Smith stated that October is Domestic Violence Awareness Month. In observation, a kick off press conference is scheduled for September 29, 2008, at 9:00 am, at North High School in Phoenix. He noted that President Diane Enos, Chair of the MAG Domestic Violence Committee, and Vice Mayor Peggy Neely, Regional Council Vice Chair, will be speaking at the event. Mr. Smith said that the focus is on signs of healthy relationships and teen dating violence.

Mr. Smith stated that members of the Transportation Policy Committee (TPC) have been contacted regarding possible dates for a TPC Retreat. He noted that arriving at a date for a retreat is becoming a challenge, and other options, such as a half-day retreat or longer meetings of the TPC, might be considered.

Mr. Smith stated that MAG was informed that the MAG Public Participation Plan was listed as a notable practice for visualization techniques for the Regional Transportation Plan and the Transportation Improvement Program. He noted that two other Metropolitan Planning Organizations were noted, the Metropolitan Transportation Commission in San Francisco and the Northwestern Indiana Regional Planning Commission. Chair Manross thanked Mr. Smith for his report. No questions from the Council for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair Manross noted that agenda items #5A through #5D were on the consent agenda. She noted that no public comment cards had been received. Chair Manross asked members if they had questions or requests to hear an item individually. Mayor Schlum noted that he would abstain from voting on agenda item #5C, MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program.

Chair Manross called for a motion to approve consent agenda items #5A, #5B, #5C, and #5D. Vice Chair Neely moved, Councilmember Esser seconded, and the motion passed, with Mayor Schlum abstaining on agenda item #5C.

5A. Approval of the July 23, 2008, Meeting Minutes

The Regional Council, by consent, approved the July 23, 2008, meeting minutes.

5B. Consultant Selection for the Litter Prevention and Education Program for the Regional Freeway System in the MAG Region

The Regional Council, by consent, approved the selection of RIESTER to design and implement the FY 2009 Litter Prevention and Education Program for the Regional Freeway System in the MAG Region for an amount not to exceed \$380,000. The voter approved Regional Transportation Plan includes \$279 million for the freeway maintenance program. One of the objectives of this program is to improve visual aesthetics along the regional freeway system, including litter control. In 2006, MAG implemented a litter prevention and education program, Don't Trash Arizona, to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. The FY 2009 MAG Unified Planning Work Program and Annual Budget includes \$380,000 to augment litter prevention and education efforts. On July 11, 2008, MAG issued a Request for Proposals to continue implementation of Don't Trash Arizona. Proposals were received from two consulting firms. A multi-agency review panel evaluated the proposals and recommended to MAG that RIESTER be selected as the consultant to design and implement the FY 2009 Litter Prevention and Education Program at a cost not to exceed \$380,000. The base contract period shall be a one-year term. MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. The MAG Management Committee recommended approval of the selection. The material on this item was transmitted to the Transportation Policy Committee for information.

5C. MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program

The Regional Council, by consent, approved the MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program for submittal to the Arizona Department of Administration. Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund, which is funded by the monthly 9-1-1 excise tax on wireline and wireless telephones. The 9-1-1 excise tax has been reduced from 37 cents per month to 28 cents per month as of July 1, 2006. The excise tax was further reduced to 20 cents per month effective July 1, 2007. Efforts are being made to stabilize the 9-1-1 funds through legislation to ensure appropriate funding in the future. The MAG PSAP Managers, the MAG 9-1-1 Oversight Team, and the MAG Management Committee recommended approval of the MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program.

5D. Application Process for U.S. Department of Housing and Urban Development Stuart B. McKinney Funds for Homeless Assistance Programs

On December 8, 1999, the Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. More than 50 homeless assistance applications were submitted to MAG on August 29, 2008. The Ranking and Review Committee made its recommendation for the new projects on September 15, 2008. The recommendations were presented to the MAG Executive Committee for information and discussion on September 15, 2008. On September 22, 2008, the MAG Continuum of Care Regional Committee on Homelessness approved the final project list, which was presented to the MAG Regional Council for information. The final application will be submitted electronically to HUD in October 2008. This item was on the agenda for information.

6. MAG Regional Transit Framework Study

Kevin Wallace, MAG Transit Planning Project Manager, stated that MAG has been working on a Regional Transit Framework Study since February 2008. He said that transit is suddenly a big issue, due to rising costs, sustainability and environmental issues, national security and the realization that the supply of energy is vulnerable.

Mr. Wallace stated that the major focus of this study is to identify needs beyond Proposition 400: long-term needs to 2050 and a more detailed focus on needs to 2030. He said that once completed, the transit framework will help in understanding the future role of transit in the MAG region. Mr. Wallace stated that the Transit Framework Study is a technical study to evaluate needs, and is looking at connecting activity centers and opportunities for transit to support the land use/transportation connection.

Mr. Wallace stated that the study is being undertaken from a customer perspective, both current users and potential future customers, to learn about people's perspectives and attitudes about transit. He said that this is being done through focus groups, surveys, and public meetings. Mr. Wallace indicated that efforts by other agencies will be incorporated in the overall framework. Mr. Wallace advised that by looking at technical land use and transportation data, they will be able understand how to address local conditions – what works in one area may not work in another. He added that the study will provide technical tools to help guide future policy discussions on transit.

Mr. Wallace reviewed the project scope and process. He said that three scenarios will be developed to address alternative funding levels for transit: Scenario One: Incremental low cost expansion of the existing system and potential acceleration of the Regional Transportation Plan; Scenario 2: Moderate increase in financial resources, coordination with land use plans to reinforce transit patronage; and Scenario 3: Raise public transit to a level that makes it competitive with automobiles in congested corridors.

Mr. Wallace stated that transit services will be developed for each scenario at three geographic levels – community, subarea, and regional – which are defined by the length of the corridor. The geographic levels are: Community – corridors up to eight miles; Subarea – corridors between five and 15 miles; and Regional – corridors more than 15 miles. He advised that the focus is on regional transit services, not local services like circulators and local bus routes. Likewise, the study will identify where local services will be needed, but not the specifics of those services.

Mr. Wallace stated that the Community Level provides connections between closely grouped activity and population centers. Examples of this type of service include the Albuquerque Rapid Ride (in-street bus rapid transit (BRT) and the Portland Streetcar (also operates in a mixed street environment with traffic). Mr. Wallace explained that Subarea Level provides connections in somewhat longer corridors between major activity and population centers. Examples include the Eugene EmX (mixed traffic and dedicated BRT) and the Denver HOV Express (provides direct bus connections from park-and-ride lots to express lanes in the freeway). Mr. Wallace stated that the Regional Level provides long distance connections between activity centers and population centers. Examples include Los Angeles Orange Line (dedicated BRT), Salt Lake City's light rail system, Seattle's commuter rail system, and San Francisco's heavy rail system.

Mr. Wallace stated that seven focus group meetings, two with transit riders, two with non-riders, and three with representatives from the disability community, provided insight into people's perceptions and attitudes toward transit. He reported that residents in central locations are generally more satisfied with the existing system, but they see the need for improvements. Mr. Wallace mentioned that there is a significant disparity between people in the MAG region and other regions on how they view transit. Mr. Wallace noted that Valley focus groups described public transit as slow, old and prehistoric, and people in other regions used words like seamless and painless to describe their transit systems. He advised that most people, both riders and non-riders, indicated they are excited about the opening of light rail. They see it as a major accomplishment as an opportunity to start improving transit availability in the Valley.

Mr. Wallace stated that from the focus groups and surveys, they learned that there are barriers and motivations for using transit, for both riders and non-riders. Barriers for using transit include the hassle of planning trips and substantial wait times, as well as the availability of service, including limited hours of operation, lack of frequency, and inadequate routes. He said that current riders want more buses, more routes, greater frequencies, and longer service hours. Mr. Wallace noted that people see an imbalance of what is available between cities, which makes using transit very difficult at times. He advised that for non-riders, it appears that they are unlikely to use transit unless they see a specific benefit. Mr. Wallace indicated that some people have begun using transit because of gas prices, but the majority of people they talked with will ride in their cars unless they see a specific benefit in terms of convenience, speed, and time. Mr. Wallace noted that they also will be looking for ways to address these issues to attract new customers to transit.

Mr. Wallace then spoke about how the MAG region compares to other regions. He said that they conducted a detailed analysis of six peer regions – Atlanta, GA; Dallas, TX; Denver, CO; Salt Lake City, UT; San Diego, CA; and Seattle, WA, to understand their systems, both current and planned. Mr. Wallace noted that the MAG region is the only region currently operating only two modes of transit.

Although light rail will be added to the MAG region's transit system in December, Seattle and Denver are also adding a new mode. This means that five of the six peer regions will have four modes available in the future. Mr. Wallace commented that the more available transit service, the more ridership can be expected.

Mr. Wallace stated that the study used the 2006 National Transit Database and looked at transit boardings and the number of revenue miles operated. He noted that the peer region average is around 35 boardings per capita, while the MAG region is just under 20. For the revenue miles operated per capita, the peer region average is at 19.7 and the MAG region is at 12.5.

Mr. Wallace then reported on operating investments. He said that the peer average is just under \$129 per capita, while the MAG region is at \$71, which suggests that the region is not investing at the level of its peer regions in public transit. Mr. Wallace advised that the study is also looking at capital expenditures, and what the peer regions will be adding in the future.

Mr. Wallace noted that there is a perception that transit in peer regions is more successful because they have more population density; however, the Seattle region has about 3,000 people per square mile, and the MAG region has about 4,000 people per square mile. He displayed a graph of how the supply of transit relates to the demand for transit and noted that Phoenix and Dallas are trailing behind the other regions.

Mr. Wallace stated that Phase One of the project has been completed, and they are currently completing Phase Two. They will have meetings with the cities and towns and anticipate that they will be bringing forward the initial recommendations for the three scenarios in early October. Then, through the end of the year, they will be refining the scenarios and developing the draft transit framework. Mr. Wallace stated that they are looking at the possibility of holding a peer review workshop with the TPC in November or December. He said that they anticipate that the Draft Regional Transit Framework Study may be ready for committee discussion in mid-January. Chair Manross thanked Mr. Wallace for his report and asked members if they had any questions. No questions for Mr. Wallace were noted.

7. Transportation Planning Update

Eric Anderson, MAG Transportation Director, provided a report to the Regional Council on fiscal information regarding Proposition 400 projects. He said that the presentation would provide the Regional Council with an update on some of the issues that will be reported to other groups in the near future. Mr. Anderson said that MAG has a statutory responsibility to issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400, and had just completed drafting the report. He indicated that the MAG Transportation Review Committee would receive a presentation on the report the next morning. In addition, ADOT would be briefing the Citizens Advisory Team the next evening on updated cost estimates for the South Mountain Freeway.

Mr. Anderson reported that transportation sales tax revenues fell by 3.2 percent last fiscal year, which is the first decline in tax revenues since the tax was started in 1986. Mr. Anderson displayed a chart that showed the change in sales tax collections by month and he noted that revenues grew by double digits

during the first half of 2006, but since then the rate of change has declined significantly. Nine months of FY 2007 had negative growth compared to FY 2006, including the last eight months of the year. He stated that they had hoped the decline would level off, but the first two months of this fiscal year showed declines of 11.2 percent and 9.1 percent. Through the first two months of FY 2009, revenues are down 10.2 percent compared to the first two months of FY 2008. Based on this, revenues for FY 2009 are likely to be the same or lower than revenues for FY 2008. Mr. Anderson said that ADOT is revising the projections of the revenues through 2025 and they expect this to be substantially lower than the prior projections.

Mr. Anderson stated that one of the issues is the housing market. He commented that home equity fuels consumer purchases and is an important part of consumer confidence. Mr. Anderson noted that 40 percent of homes purchased in the Phoenix area in the last five years have a negative equity, or in other words, the mortgage is higher than the house value. He added that in the second quarter of 2008, 38 percent of homes sold in the Phoenix area were foreclosures. Mr. Anderson indicated that the area does not have equity in housing, which is a serious issue and it will take a number of years for prices to rebound. He stated that Elliott Pollack has indicated that it will be three to four years before the extra supply of houses is absorbed. Mr. Anderson noted that the housing market will result in a slowing of migration; if people cannot sell their homes, they cannot relocate.

Mr. Anderson stated that \$379 million of the half-cent sales tax was collected in FY 2007, which is \$30 million less than the projected amount of \$409 million. He commented that this is the first time he has seen such a large discrepancy between the forecast and the collection.

Mr. Anderson stated that MAG hosted a Challenge of Construction Forum in January 2006, when the first signs of cost increases appeared in ADOT bids. He stated that over the past five years, since the Regional Transportation Plan was adopted in late 2003, the cost of highway and street construction has increased 77 percent, compared to a 19 percent increase in the Consumer Price Index. Mr. Anderson explained that historically, construction inflation tracks fairly close to general price inflation, but this has changed.

Mr. Anderson commented that in January 2006, analysts wondered if the price increases were the result of a spike in construction costs due to high demand or if the costs had risen to a new plateau. He advised that demands from homebuilding and China put the pressure on cement and steel supplies. Mr. Anderson noted that the demand by China was not only due to the 2008 Olympics, but also the Chinese government has a tremendous interest in infrastructure and plans to spend ten percent of its gross domestic product on infrastructure per year for the next ten years. Mr. Anderson commented that as Chinese wealth increases, the demand for automobiles and infrastructure will also increase. He also noted that the construction cost panel said to not expect a large decline in prices. Mr. Anderson pointed out price increases in the past year. He said that No. 2 diesel fuel, which is important in highway construction, increased 78 percent; concrete increased 3.8 percent; steel increased 33 percent; and asphalt increased 34 percent. Mr. Anderson noted that an asphalt dealer indicated that because asphalt is the last product in the refining process, costs are projected to increase 75 percent this year and significant supply issues will continue.

Mr. Anderson reported that in June 2008, ADOT provided an updated cost estimate of \$14.9 billion for the MAG freeway program, with available funding of \$11.6 billion. He advised that this available funding number will change when ADOT releases the new revenue forecast in October 2008, and is expected to be impacted by declines in sales tax revenue and HURF funds. Mr. Anderson reviewed the major components of the MAG freeway program by saying that there are projects totaling \$13.5 billion, which are not under construction or out to bid. He noted that the analysis assumes a cost for the South Mountain Freeway at \$2.16 billion compared to a \$1.1 billion cost in the Regional Transportation Plan; however, the current cost estimate is \$2.7 billion, which includes about \$1.2 billion for right of way.

Mr. Anderson then reviewed the next steps. He said that the revenue projections are expected to be revised by ADOT by mid-October; the bond program in light of revised revenues and financial markets will need to be studied; future right of way and construction cost inflation will continue to be analyzed; project options such as interim, staging, or reducing scopes to provide basic mobility and preserve right of way within the budget will be analyzed; and policy discussion and guidance will continue. Mr. Anderson stated that the TPC is charged with making recommendations to the Regional Council on the freeway program and priorities and discussion is expected to begin at the October 2008 meeting, with the possibility of a retreat of the TPC. He added that MAG will work with ADOT on underlying assumptions to understand what is possible.

Chair Manross thanked Mr. Anderson for his presentation and commented that MAG has its work cut out to finish Proposition 400. She asked members if they had questions for Mr. Anderson.

Mr. Martin asked if relief on right of way costs was anticipated, in light of the current market. Mr. Anderson replied that they hoped that costs might decrease, however, the appraisal looks backward at real estate prices. Mr. Anderson also noted that ADOT might not be prepared to purchase right of way if the environmental studies have not been done, and explained that the Federal Highway Administration discourages buying property until the environmental work has been completed. He commented that some of the corridor surrounding north Loop 303 is state land.

Supervisor Wilson asked if the Loop 303 lawsuit the state lost will affect the timing of its development. Mr. Anderson responded that the Loop 303 project is a legacy project from Proposition 300. He explained that the lawsuit stemmed from right of way that was donated in the early 1990s for an interim Loop 303, with the stipulation that the highway would be built by 2005. Mr. Anderson advised that when that did not happen, some of the land owners took ADOT to court and ADOT lost the lawsuit. He noted that he thought the reversion was approximately \$75 million. Mr. Anderson added that some of the owners might consider re-donating the land, and work continues on this issue.

Vice Chair Neely asked if staff would provide what the actual ballot language stated if revenues declined.

Chair Manross encouraged Regional Council members who are members of the TPC to find time for extended TPC meetings.

8. Census 2010 Update

Heidi Pahl, MAG Regional Planner, noted that April 1, 2010, is Census Day. She stated that the MAG Population Technical Advisory Committee (POPTAC) has responsibility for coordinating preparations for each census. Ms. Pahl advised that because the 2010 Census is a decennial census, and there is no special assessment to member agencies. She noted that it is important for member agencies to begin preparations to ensure an accurate count.

Ms. Pahl noted that much of a municipality's revenue budget is derived from the census, whether federal funds or state shared revenue. She advised that the 2010 Census will change the revenue distribution formula, and added that currently, the federal share to state, local and tribal governments is approximately \$1,000 per person per year and the state shared revenue to cities and towns is \$280 per person per year.

Ms. Pahl stated that everyone will receive the same census short form. The American Community Survey is replacing the long form. She said that there needs to be a commitment to inform residents of each community of the importance of filling out and returning the questionnaire to avoid having to send workers into the field for follow up visits.

Ms. Pahl stated that at the MAG POPTAC meeting, Census Bureau staff encouraged each member agency to create a Community Complete Count Committee to increase the questionnaire mail-back response rate. She added that the Census Bureau also encouraged each member agency to create a resolution of support that sends the community the message that community leaders and officials support and understand the importance of the 2010 Census.

Ms. Pahl stated that each community knows best how to communicate with its constituents. She said that a common message, communicated to residents through broadcast and print media, is helpful for informing the public. Ms. Pahl stated that the City of Phoenix volunteered to help coordinate the media work and will be asking members to reserve funds in their budgets to defray the shared costs that will be incurred in conveying common messages.

Ms. Pahl announced that the Census Bureau has completed the first round of recruitment for the census management team. She added that they will be looking for sites for training, testing, and recruiting, and added that announcements would be forthcoming about job opportunities for census activities.

Mr. Smith commented that MAG staff is currently exploring a greater contribution of MAG funds toward 2010 Census costs.

9. Comments from the Council

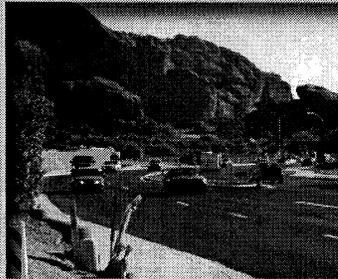
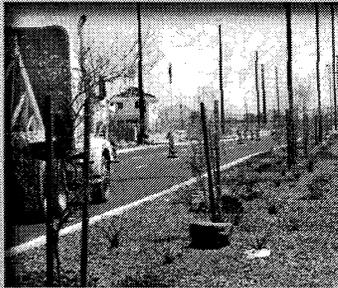
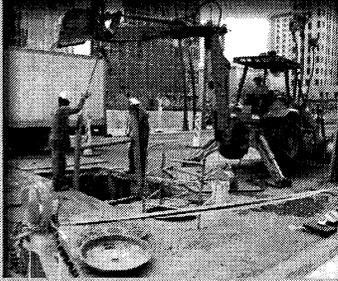
An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments from the Council were noted.

There being no further business, the Regional Council meeting adjourned at 5:55 p.m.

Chair

Secretary



ARTERIAL LIFE CYCLE PROGRAM

Status Report

April 2008 – September 2008

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July 1st marked the end of fiscal year (FY) 2008 and the start of a FY2009. Beginning in December, MAG Staff and Member Agencies worked diligently to update information on projects programmed in the Arterial Life Cycle Program. The MAG Regional Council approved the FY2009 Arterial Life Cycle Program (ALCP) on June 25, 2008. MAG Staff distributed print versions of the ALCP to each Lead Agency and posted an electronic version to the program’s website at <http://www.mag.maricopa.gov/project.cms?item=5034>.

Minor changes were made to the FY2009 ALCP, which were not previously included in published versions. First, the Regional Remaining Budget for each project was published to the dollar. In the past, MAG Staff had rounded this number to the thousands of dollars.

Second, the layout of the ALCP Book was streamlined for projects with multiple Lead Agencies associated with one RTP identification number. This change occurred at the request of member agencies and had a minimal impact on many of the Lead Agencies programmed in the ALCP. Finally, the FY2009 clearly marked any completed projects or project segments. MAG Staff added “CO” for closed out/completed in the project status column of the ALCP.

MAG Staff would like to thank the efforts of everyone involved with updating the ALCP! We acknowledge the detailed nature of the task and appreciate each agency’s efforts to provided current and accurate information.

ALCP REVENUE AND FINANCE

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. RARF revenues are deposited into the arterial account on a monthly basis.

In FY 2008, \$379 million was collected for all modes. Almost \$40 million was allocated to the Arterial Life Cycle Program in FY2008. Table 1 details the revenue collected by mode during FY 2008. The RARF Account balance was \$59.1 million as of September 30th. During the month, one PRR for \$13.6 million was submitted to ADOT for reimbursement, which would bring the account balance to \$45.5 million.

A spike in RARF revenues stemming from Super Bowl XLII held at the University of Phoenix Arena in Glendale, Arizona was anticipated in March 2008. However, the month’s revenues were 8.2% lower than forecasted. The March 2008 revenues also were down 1.6% compared to March 2007 revenues.

Although, \$379 million was collected in FY 2008, RARF revenues were \$30 million

	Freeways	Arterial Streets	Transit	Prop. 400 (total)
July	\$ 18,885,497	\$ 3,528,429	\$ 11,190,161	\$ 33,604,087
August	\$ 17,440,380	\$ 3,258,434	\$ 10,333,891	\$ 31,032,705
September	\$ 17,351,147	\$ 3,241,762	\$ 10,281,018	\$ 30,873,927
October	\$ 18,118,625	\$ 3,385,152	\$ 10,735,769	\$ 32,239,546
November	\$ 17,588,010	\$ 3,286,016	\$ 10,421,365	\$ 31,295,391
December	\$ 17,525,852	\$ 3,274,403	\$ 10,384,535	\$ 31,184,790
January	\$ 20,360,361	\$ 3,803,982	\$ 12,064,057	\$ 36,228,400
February	\$ 16,425,349	\$ 3,068,793	\$ 9,732,458	\$ 29,226,600
March	\$ 17,089,315	\$ 3,192,844	\$ 10,125,875	\$ 30,408,034
April	\$ 18,243,897	\$ 3,408,557	\$ 10,809,996	\$ 32,462,450
May	\$ 16,915,606	\$ 3,160,389	\$ 10,022,948	\$ 30,098,944
June	\$ 17,250,763	\$ 3,223,007	\$ 10,221,537	\$ 30,695,308
Total	\$ 213,194,803	\$ 39,831,769	\$ 126,323,611	\$ 379,350,183



lower than the \$408 million forecasted. During the first two months of FY2009, \$58 million in RARF revenues were collected for all modes, with \$6 million being allocated to Arterial improvements. The \$58 million collected was 5.8 percent lower than the \$61.6 estimated revenues for July and August 2008. Table 2 compares actual RARF revenues to estimated revenues for FY 2008.

The Arizona Department of Transportation (ADOT) publishes reports pertaining to the Regional Area Road Fund (RARF) on their website at http://www.azdot.gov/inside_adot/fms/rarflink.asp. Several reports are available for download, such as the:

- Monthly Revenue Trend Report;
- FY 2008 Actual Distribution Flow Chart;
- FY 2008 Year End Report; and,
- RARF Revenue Forecasts.

The current revenue forecast posted on the ADOT RARF website was published in September 2007.

ADOT is in the process of updating the forecasts, which should be published in the Fall of 2008.

	Estimated Total RARF	Actual Total RARF	Percentage Difference
July	\$ 33,541,000	\$ 33,604,087	0.2%
August	\$ 31,331,000	\$ 31,032,705	-1.0%
September	\$ 32,518,000	\$ 30,873,927	-5.1%
October	\$ 33,108,000	\$ 32,239,546	-2.6%
November	\$ 32,786,000	\$ 31,295,391	-4.5%
December	\$ 32,853,000	\$ 31,184,790	-5.1%
January	\$ 40,623,000	\$ 36,228,400	-10.8%
February	\$ 32,990,000	\$ 29,226,600	-11.4%
March	\$ 33,118,000	\$ 30,408,034	-8.2%
April	\$ 36,740,000	\$ 32,462,450	-11.6%
May	\$ 34,271,000	\$ 30,098,944	-12.2%
June	\$ 34,821,000	\$ 30,695,308	-11.8%
Total	\$ 408,700,000	\$ 379,350,183	-7.2%

RARF COLLECTION AND THE ECONOMY

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½ cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The extension became effective on January 1, 2006. During FY 2008, the sales tax raised about \$379 million compared to \$390 million for FY 2007, a decline of about three percent. This is the first year-over-year decrease that the region has experienced since the tax was first imposed in 1986. The poor performance of the transportation sales tax is consistent with the other sales tax collections at the state level and among many of the MAG member agencies. The significant downturn in the economy was due to the substantial financial crisis in the housing industry that has resulted in significant financial distress among both homeowners and the financial industry.

New housing construction has fallen to levels similar to those experienced in 1991 in metropolitan Phoenix. Falling values combined with adjustable rate mortgages being reset to higher rates, has resulted in substantial loss of homeowner equity, and in many cases, houses with more debt than current values. The loss of home equity, the freezing of many home equity loans, and foreclosures has had a significant impact on sales tax collections.



In addition to the turmoil in the housing market, higher fuel costs have had a negative impact on sales tax collections. As fuel prices have continued to escalate, and as economic conditions and housing values have deteriorated, consumers have made significant changes in personal spending. The impact of higher fuel prices alone may have resulted in a shift of \$6.0 billion of expenditures to fuel purchases in Arizona. If this entire shift was from sales that are subject to sales taxes, the shift would represent a \$340 million loss in state sales tax collections and about a \$14.5 million loss in the Maricopa County transportation sales tax.

ALCP PROGRAMMING AND REIMBURSEMENTS

To date, almost \$954 million has been generated through the RARF tax collection as a result of Proposition 400. Of that, \$100 million in RARF revenues collected was dedicated to the Arterial Life Cycle Program for capacity and safety improvements. At the start of FY 2008, six Lead Agencies were programmed to receive \$74.8 million in reimbursements through the Arterial Life Cycle Program. Throughout the fiscal year, MAG reimbursed \$28.3 million to Lead Agencies for work conducted on ITS, arterial capacity and intersection improvements. RARF Closeout Projects received over \$14 million of the \$28.3 million reimbursed in FY08. ALCP Project receiving reimbursements in FY 2008 included:

- Chandler Blvd at Dobson Rd Intersection Improvements
- Ray Rd at Alma School Rd Intersection Improvements
- Greenfield Rd from Baseline Rd to Southern Ave
- McKellips Rd at Lindsay Rd Intersection Improvements
- Southern Ave at Stapley Dr Intersection Improvements
- SR101 Loop North Frontage Rd from Hayden Rd to Scottsdale Rd

During the annual update, several Lead Agencies deferred \$46.5 million in funding from FY 2008 to later fiscal years. More than \$26.5 million in RARF and \$19.5 million in STP-MAG were deferred in FY 2008. The total amount deferred represented 62% of the programmed reimbursements for Fiscal Year 2008.

FY2008 RARF CLOSEOUT

Fiscal Year 2008 represented the first RARF Closeout Process for the Arterial Life Cycle Program. On December 19, 2007, the MAG Regional Council approved the ALCP Policies and Procedures, which established the RARF Closeout Process (Section 260). According to the Policies, Lead Agencies with completed projects/segments that have submitted all ALCP Project Requirements to MAG Staff by June 1st are eligible for RARF Closeout. The allocation of eligible RARF Closeout funds will be made (in sequential order) to projects scheduled for reimbursement in the next fiscal year and then to all other projects in the chronological order of the programmed reimbursements. Table 3 lists the ALCP Projects eligible for RARF Closeout in 2008.

At the start of the process, nine projects programmed for \$28.7 million in reimbursements throughout the life of the ALCP for consideration. After a detailed financial analysis, MAG



Staff determined that \$14.98 million should be used during the Closeout Process. Three of the five Lead Agencies that submitted projects received advanced funding through the RARF Closeout Process.

Table 3. FY08 RARF Closeout Eligible Projects

Eligible projects are in consecutive order based on the fiscal year the project is programmed for reimbursement					
Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Fiscal Year for Work	Amount 2007\$ (millions)
2012	ACI-LKP-10-03-B	Peoria	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	2006	4.022
2013	ACI-LKP-10-03-B	Peoria	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	2006	4.022
2014	All-ARZ-30-03	Chandler	Arizona Ave/Chandler Blvd: Intersection Improvements	2006	3.582
2014	ACI-VAL-20-03	Gilbert	Val Vista Dr: Warner Rd to Pecos Rd	2006	3.352
2021	All-ARZ-10-03	Chandler	Arizona Ave/Elliott Rd Intersection Improvements	2006	3.582
2021	ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda (Phase1)	2006	0.945
2021	ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	2006	0.280
2021	ACI-SHA-20-03-A	Scottsdale	Shea Blvd at 90th/92nd/96th Streets	2007	3.500
2022	ACI-HPV-20-03-A	Phoenix	Happy Valley: I-17 to 35th Ave	2005	5.439
Total					28.724

All of the projects slated to receive RARF Closeout Funds were reimbursed. Without the RARF Closeout Process reimbursements, 56% of programmed reimbursements (\$41.8 million) would have been deferred from FY2008 to later fiscal years.

ALCP FAQs

Will my project be deleted from the ALCP if the decrease in revenues negatively impacts the program? What if I defer a project?

ALCP Project Reimbursements may be delayed if there is a deficit of Program funds. Reimbursements will be delayed in priority order of the ALCP (Policies Section 270B). Projects may also be advanced if a surplus of funds occurs (Policies Section 270A). This means, that project reimbursements may be delayed in one fiscal year and then advanced the following year contingent on the program's revenue stream.

When should I submit a Project Overview?

Technically, a Project Overview must be accepted by MAG before a project may be reimbursed and/or a Project Agreement may be initiated by MAG. In addition, a Project Overview must be submitted prior to the purchase of right-of-way for advanced projects (Policies Section 400).

ALCP PROJECT STATUS

The fourth quarter of fiscal year 2008 and the first quarter of 2009 were extremely productive for member agencies with projects programmed in the ALCP. Over the last 6



Arterial Life Cycle Program (ALCP) – Status Report

months, MAG Staff received 9 Project Overviews from 5 Lead Agencies and initiated 9 Project Agreements with 6 Lead Agencies. In addition, MAG Staff received 7 Project Reimbursement Requests in the amount of \$16.3 million. Tables 4 and 5 provide detailed information on the status of projects programmed for work and/or reimbursement in FY08 and FY09, respectively.

Arterial Life Cycle Program - Fiscal Year 2009

2008	
September	25th: Transportation Review Committee (TRC) Project changes to amend/administratively modify the current Transportation Improvement Program (TIP), Regional Transportation Plan (RTP), and Arterial Life Cycle Program (ALCP)*
October	Managers, Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*
November	17th: TIP/ALCP Data Entry System available to member agencies for 2009-2014 project updates
December	4th: TRC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*
2009	
January	Managers, TPC, and RC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP* 9th: Due Date, Member Agencies submit 2009-2014 ALCP project updates for inclusion in the 2010-2014 TIP via the TIP/ALCP Data Entry System
February	6th: Due Date, Member agencies submit 2015-2026 ALCP project updates for the Draft FY10 ALCP via the TIP/ALCP Data Entry System 20th: MAG Staff will provide Member Agencies with the first draft of the FY2010 ALCP for review and comment
March	20th: Due Date, Member agencies submit comments for Draft FY2010 ALCP 26th: TRC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*
April	Managers, TPC and RC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP* 15th: MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects 23rd: TRC review/recommend ALCP projects for RARF Closeout Funds
May	Managers, TPC and RC review/recommend/approve ALCP projects for RARF Closeout Funds 28th: TRC review/recommend/approve Draft FY2010 ALCP
June	1st: Due Date, Member Agencies submit final Project Reimbursement Requests for FY2009 1st: Due Date, Member Agencies recommended to receive RARF Closeout Funds submit final versions of all ALCP project requirements Managers, TPC and RC review/recommend/approve Draft FY2010 ALCP

*If necessary

This is the ninth Status Report for the Arterial Life Cycle Program (ALCP). Semi-annually, MAG staff will provide member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.



Arterial Life Cycle Program Status Report

TABLE 5										
ARTERIAL STREET LIFE CYCLE PROGRAM										
April 2008 - September 2008, Project Status of Projects Underway										
(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - June 25, 2008 ALCP)										
(2007 and Year of Expenditure, Dollars in Millions, Consistent with the FY08 - May 28, 2008 ALCP)										
Lead Agency & Facility	Project Requirement Completed 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			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOES)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
CHANDLER										
Chandler Blvd at Alma School Rd	PO, PA	D, R	1.304	2.411			9.633	2009-2011	2011	
Chandler Blvd at Dobson Rd	PO, PA	D, R, C	3.627		0.084	0.774	7.686	2007-2009	2009	Study 100% complete; Design is 92% complete
Gilbert Rd: Chandler Heights Rd to Hunt Hwy		D		5.895				2024	2011	
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd		D		7.940				2023	2011	
Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	PO, PA	D, R, C		6.773			11.874	2021	2009	
Queen Creek Rd: Arizona Ave to McQueen	PO, PA	D, R, C		4.318			9.597	2012	2009	
Queen Creek Rd: McQueen Rd to Lindsay		D		11.967				2011-2012	2011	
Ray Rd at Alma School Rd	PO, PA	D, R	2.080	1.492	0.137	0.196	9.709	2008-2010	2010	Design 30% Complete
Ray Rd at McClintock Dr	PO	D		3.714			8.102	2011	2011	
FOUNTAIN HILLS										
Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	PO	D	0.288				0.411	2009	---	Project programmed for Design only
Shea Blvd: Technology Dr to Cereus Wash	PO	D, R	1.089	4.614			8.147	2009-2010	2010	
GILBERT										
Guadalupe Rd/Cooper Rd: Intersection Improvements		D, R, C	3.714					2009	2009	
Guadalupe/Power: Intersection Improvements		D		3.582				2010	2010	Exchanged with Guadalupe/Cooper during annual update. Moved the Phase IV
Power Rd at Pecos: Intersection Improvement	PO	D, R, C	5.327	4.666			8.700	2009-2010	2009	
Power Rd: Santan Fwy to Pecos Rd		D, R, C	4.060	6.316				2009-2010	2010	
Val Vista Rd: Warner Rd. to Pecos Rd.	PO, PA	C/O	6.934	0	10.398	15.271		2007-2008, 2014	2006	Project Complete; RARF Closeout Project
Warner Rd. at Cooper Rd.	PO, PA	R, C	3.714					2007-2008	2008	

Arterial Life Cycle Program Status Report

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Lead Agency & Facility	Project Requirement Completed 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			Total Expenditures (Exp.)		FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008\$)	Reimb. To Date	Exp. through FY 2009 (YOE\$)	Estimated Future Exp. FY 2010 - 2026 (2008\$)			
MARICOPA COUNTY										
Dobson Rd, Gilbert Rd, McKellips Rd: Bridge over Salt River		S		44.261				2010-2011, 2015	2012	Three ALCP Bridge Projects are being studied together. Projects Deferred to Phase II
El Mirage Rd: Bell Rd to South of Beardsley		D, R		9.568				2016-2018	2010	
El Mirage Rd: Deer Valley Drive to L303		D, C		9.722				2016-2018	2009	Project resegmented in annual update
El Mirage Rd: Thunderbird Rd to Bell Rd	PO	P, R	0.680	19.978			71.539	2006, 2008-2015	2015	
El Mirage Rd: Thunderbird to Northern Ave.	PO	P		16.535			24.020	2016-2018	2018	
McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd		P		38.820				2009, 2013-2015	2015	
Northern Parkway: Corridorwide ROW Protection		R	1.810	3.338				2009-2011		
Northern Parkway: Sarival to Dysart		P, D, R	19.699	35.060				2009-2011	2011	
Power Rd: Baseline Rd to East Maricopa Floodway	PO, PA	D, R, C	4.882		2.820	8.948	6.264	2008-2009	2009	
MESA										
Broadway Rd: Dobson Rd to Country Club Dr	PO, PA	P, D, R	1.920	5.305	0.080	0.115	14.962	2008-2010	2010	Studies 100% Complete; DES/ROW/CONST to be deferred in the FY2010 ALCP annual update
Country Club at University	PO, PA	D, R		2.756			6.995	2017	2010	
Dobson Rd at Guadalupe Rd	PO, PA	P, D, R	0.514	2.092	0.106	0.152	5.760	2008-2010	2010	Design 60% Complete
Dobson Rd at University Dr		D		2.756				2020	2011	
Gilbert Rd at University Dr	PO, PA	D, R, C		2.756			8.100	2022	2009	
Greenfield Rd: Baseline Rd to Southern Ave	PO, PA	D, R	0.751	4.086	0.455	0.650	7.165	2008-2010	2010	Design 90% Complete; ROW 30% Complete
Hawes Rd: Santan Fwy to Ray Rd		D		2.329				2021	2010	

Arterial Life Cycle Program Status Report

TABLE 5										
ARTERIAL STREET LIFE CYCLE PROGRAM										
April 2008 - September 2008, Project Status of Projects Underway										
(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - June 25, 2008 ALCP)										
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MESA										
McKellips/Greenfield, McKellips/Higley, and McKellips/Val Vista Intersection Improvements	PO, PA	P	0.119	8.215	0.119	0.170	11.347	2008, 2011-2013	2013	Studies 100% Complete; Design 10% Complete; Projects Deferred to Phase II
McKellips Rd at Lindsay Rd	PO, PA	D, R	1.956	4.278	0.043	0.060	8.385	2008-2010	2010	Design 15% Complete; ROW to be deferred in the FY2010 ALCP annual update
Mesa Dr at Broadway Rd	PO	P	0.150	0.701			18.700	2009-2012	2012	
Mesa Dr: US-60 (Superstition Fwy) to Southern	PO, PA	P, D, R	2.324	4.879	0.044	0.063	21.650	2008-2010	2010	Studies 75% Complete; ROW to be deferred in the FY2010 ALCP annual update
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202		D, R, C	10.092					2009	2009	
Ray Rd: Sossaman Rd to Ellsworth Rd		D, R		3.759				2022	2010	
Southern Ave at Country Club Dr	PO	D	0.307	4.504			6.400	2009-2011	2011	
Southern Ave at Lindsay Rd	PO	D	0.315	4.415			6.303	2009-2011	2011	DES to be deferred in the FY2010 ALCP annual update
Southern Ave at Stapley Dr	PO, PA	P, D	1.221	11.259			16.800	2008-2011	2011	
Thomas Rd: Gilbert Rd to Val Vista Dr		D, R	1.746	3.766				2009-2010	2010	DES and ROW to be deferred in the FY2010 ALCP annual update
PEORIA										
Beardsley Rd Connection: Loop 101 to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	PO, PA	D, R, C		22.885			30.700	2011-2012	2009	
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave		D, R, C		20.369				2021-2023	2009	
Lake Pleasant Pkwy: Dynamite Blvd to L303	PO	D		26.407				2011-2014	2011	
PHOENIX										
Happy Valley Rd: I-17 to 35th Avenue	PO, PA	C/O		5.439			7.648	2022	2005	Project Complete
Happy Valley Rd: 35th Avenue to 43rd		D		4.045			2.738	2022	2011	
Happy Valley Rd: 43rd Ave to 55th Ave		D		4.138				2024	2012	

Arterial Life Cycle Program Status Report

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PHOENIX										
Sonoran Blvd: Central Ave to 32nd St	PO	D		32.111			44.244	2011-2014	2013	
SCOTTSDALE										
Pima Rd at Happy Valley Rd		C/O						2009	2008	
Pima Rd: McKellips Rd to Via Linda		P, D, R	5.592	24.602				2008-2011	2011	
Pima Rd: SR101L to Thompson Peak Parkway	PO, PA	C/O	13.659		13.639	19.485		2009	2008	
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	PO, PA	D, R, C	7.994	5.442			19.194	2009-2010	2010	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd		P, D		11.409				2011	2011	
Shea at 120/124th Streets		D, R, C		0.377				2022	2009	
Shea Auxiliary Lane from 90th St to Loop 101		D		3.411				2023-2024	2010	
Shea Blvd - 96th St to 144th St ITS Improvements		D, R		2.322				2024	2010	
Shea Blvd - SR-101L to 96th St, ITS Improvements		D, C		0.377				2022	2009	
Shea at 90th/92nd/96th Intersection Improvements	PO, PA	C/O		3.500		3.347		2021	2006	Project Complete; Project consolidated to include 3 previous intersection improvement projects
Shea Blvd at 114th Street		D, R		0.261				2022-2023	2010	
Shea Blvd at 115th Street		D		0.109				2024	2010	
Shea Blvd at 136th Street		D		0.174				2024	2011	
Shea Blvd at Frank Lloyd Wright Blvd		D, R		0.653				2022	2010	
Shea at Mayo Blvd/134th St	PO	C/O		0.280		0.312		2021	2007	Project Complete
Shea at Via Linda (Phase I)	PO	C/O		0.945		0.912		2021-2022	2006	Project Complete

Arterial Life Cycle Program Status Report

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SCOTTSDALE										
SR-101L North Frontage Rd: Hayden to Scottsdale Rd	PO, PA	C	3.805		3.037	4.338	4.391	2009	2008	Design 100% Complete; Construction 99% Complete
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P, D, R	1.233	14.135				2008-2009	2009	
SR-101L South Frontage Rd: Hayden to Pima		P, D	0.705	12.470				2008-2010	2010	Project Deleted in the annual update

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 25, 2008

SUBJECT:

Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

SUMMARY:

In December 2006, the MAG Regional Council approved the set of projects to be funded from the Statewide Transportation Acceleration Needs (STAN) Account. One of the STAN projects that is under construction is the HOV lane on L101 from Tatum Boulevard to Princess Drive. The bid for this project was about \$12.2 million less than the \$32.5 million of STAN funds allocated to this project. Another STAN project, which is on L303, involved the construction of crossings at Bell Road, Cactus Road and Waddell Road for a total of \$22 million. Final design for this project is underway and the construction costs have been revised to \$34.1 million. In addition, the right of way acquisition to complete this project is estimated at \$26.2 million. A shift of the project savings from the L101 HOV project to the L303 project is being requested. There is no fiscal impact on the MAG Freeway Program.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: It has been determined that the \$12.2 million is not required to complete the L101 HOV project and the additional funding is needed for the L303 projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resources required for the construction of this project is consistent with the proposed funding levels.

POLICY: There is no fiscal impact on the MAG Freeway Program.

ACTION NEEDED:

Approval of the request to decrease STAN funding by \$12.2 million for the L101 from Tatum Boulevard to Princess Drive project and increase the funding by \$12.2 million for the L303 project that includes crossings at Bell Road, Cactus Road, and Waddell Road.

PRIOR COMMITTEE ACTIONS:

On November 19, 2008, The Transportation Policy Committee recommended approval of the request.

MEMBERS ATTENDING

Mayor Steven Berman, Gilbert, Chair

Mayor Marie Lopez Rogers, Avondale,
Vice Chair

Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa
Indian Community
* Councilmember Maria Baier, Phoenix
Vice Mayor Gail Barney, Queen Creek
Stephen Beard, SR Beard & Associates
Dave Berry, Swift Transportation
Jed S. Billings, FNF Construction
Mayor James Cavanaugh, Goodyear
Mayor Boyd Dunn, Chandler
Mayor Hugh Hallman, Tempe
Eneas Kane, DMB Associates

Mark Killian, The Killian Companies/
Sunny Mesa, Inc.
Mayor Mary Manross, Scottsdale
David Martin, Citizens Transportation
Oversight Committee
Mayor Jackie Meck, Buckeye
David Scholl
Mayor Elaine Scruggs, Glendale
Mayor Scott Smith, Mesa
Mayor Lyn Truitt, Surprise
* Supervisor Max W. Wilson,
Maricopa County
* Felipe Zubia, State Transportation Board

* Not present

Participated by telephone conference call

On November 12, 2008, the MAG Management Committee recommended approval of the request.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair
Mark Pentz, Chandler, Vice Chair
* George Hoffman, Apache Junction
David Johnson for Jeanine Guy,
Buckeye
Jon Pearson, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek
Spencer Isom for B.J. Cornwall,
El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
Joseph Manuel, Gila River Indian
Community
George Pettit, Gilbert
Ryan Peters for Ed Beasley, Glendale
Romina Korkes for John Fischbach,
Goodyear

* RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
John Little, Scottsdale
Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano,
Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Jennifer Toth 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.

CONTACT PERSON:

Eric Anderson, MAG, 602-254-6300.

October 28, 2008

TO: Members of the MAG Regional Council

FROM: Mayor Mary Manross, Scottsdale, Chair

SUBJECT: SOLICITATION OF NOMINATIONS FOR BUSINESS REPRESENTATIVES
ON THE TRANSPORTATION POLICY COMMITTEE

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members to the Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On December 31, 2008, the terms of two of the TPC business members will expire. We are requesting that possible names for consideration be submitted to MAG by November 7, 2008, for consideration at the November 19, 2008, TPC meeting and the December 3, 2008, Regional Council meeting.

One of the two business members must represent construction interests. This is defined in state law as "a company whose primary function consists of building freeways, highways or major arterial streets." The other business member would represent statewide business. The law defines statewide business as "a company that provides goods or services throughout the county." State law provides that members serve six-year terms of office.

It is anticipated that input on these names will be provided at the November 19, 2008, TPC meeting and a recommendation made by the Regional Council at its December 3, 2008, meeting. The list of TPC members is attached for your information. The business representatives whose terms will expire are indicated with an asterisk (*). If you have any questions regarding this process for submitting names for consideration, please contact Dennis Smith at the MAG office.

cc: Transportation Policy Committee
MAG Management Committee
Intergovernmental Representatives

Transportation Policy Committee - as of October 2008

Mayor Steven Berman, Chair
Town of Gilbert

Mayor Marie Lopez Rogers, Vice Chair
City of Avondale

Councilmember Ron Aames
City of Peoria

Mr. Kent Andrews
Assistant Community Manager
Salt River Pima-Maricopa Indian Community

Councilmember Maria Baier
City of Phoenix

Vice Mayor Gail Barney
Town of Queen Creek

Mr. Stephen Beard
Managing Partner
SR Beard & Associates

Mr. Dave Berry
Vice President
Swift Transportation

*Mr. Jed S. Billings
President & Chief Executive Officer
FNF Construction

Mayor James Cavanaugh
City of Goodyear

Mayor Boyd Dunn
City of Chandler

Mayor Hugh Hallman
City of Tempe

Mr. Eneas Kane
Executive Vice President & Chief Operating Officer
DMB Associates

*Mr. Mark Killian
The Killian Companies/Sunny Mesa, Inc.

Mayor Mary Manross
City of Scottsdale

Mr. David Martin
Chair, Citizens Transportation Oversight Committee

Mayor Jackie Meck
Town of Buckeye

Mr. David Scholl
Senior Vice President, Development, Retired
Westcor

Mayor Elaine Scruggs
City of Glendale

Mayor Scott Smith
City of Mesa

Mayor Lyn Truitt
City of Surprise

Supervisor Max W. Wilson
Maricopa County

Mr. Felipe Zubia
State Transportation Board

Terms of Appointments of Business Representatives to the Transportation Policy Committee

Years are calendar years - January 1 through December 31

Legend:

2005 appointments	
2007 appointments	

		2005	2006	2007	2008	2009	2010	2011	2012
H	Berry (Freight)	YEAR 1	YEAR 2	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6

H	Kane (Regionwide business)	YEAR 1	YEAR 2	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6
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S	Billings (Construction)	YEAR 1	YEAR 2	YEAR 3	YEAR 4				
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S	*Killian (Regionwide business)	YEAR 1	YEAR 2	YEAR 3	YEAR 4				
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* Appointed in 2006 to serve the remainder of the term vacated by Kirk Adams.

H	Beard (Transit)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6		
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S	Scholl (Regionwide business)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6		
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Criteria for Appointments of Business Representatives to the Transportation Policy Committee:

Six business members of the TPC represent regionwide business interests. The law defines regionwide business as “a company that provides goods or services throughout the county.”

- Three of the six business members represent regionwide business interests (“Regionwide business” indicates regionwide business representatives)
- One of the six business members must represent transit interests (“Transit” indicates transit representative)
- One of the six business members must represent freight interests (“Freight” indicates freight representative)
- One of the six business members must represent construction interests (“Construction” indicates construction representative)

The President of the Senate and the Speaker of the House of Representatives shall each appoint three members to the committee.

- “S” indicates appointees of the President of the Senate
- “H” indicates appointees of the Speaker of the House of Representatives

Appointments are for six year terms, with the exception of the initial 2005 appointments, when the appointees drew lots of two, four, and six years.

The Chairman of the Regional Planning Agency may submit names to the President of the Senate and Speaker of the House of Representatives for consideration for appointment to the Transportation Policy Committee.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 25, 2008

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 has forwarded a list of notifications from January 1, 2008, to June 30, 2008. Of the 435 notices received, 106 had an impact to the State Highway System. These 106 notices are attached.

PUBLIC INPUT:

No comments have been received.

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 October 8, 2008 Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair
- Mark Pentz, Chandler, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- David Johnson for Jeanine Guy, Buckeye
- Jon Pearson, Carefree
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- * Rick Davis, Fountain Hills
- * Gila Bend
- * Joseph Manuel, Gila River Indian Community
- George Pettit, Gilbert
- Jenna Goad for Ed Beasley, Glendale
- Romina Korke for John Fischbach, Goodyear
- * RoseMary Arellano, Guadalupe

- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- Frank Fairbanks, Phoenix
- * John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Brad Lundahl for John Little, Scottsdale
- Randy Oliver, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- Chris Hagen for Reyes Medrano, Tolleson
- + Gary Edwards, Wickenburg
- * Lloyce Robinson, Youngtown
- * Victor Mendez, ADOT
- Kenny Harris for David Smith, Maricopa County
- Bryan Jungwirth for David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: This item was on the September 25, 2008, agenda for information and discussion.

MEMBERS ATTENDING

- Phoenix: Tom Callow
- ADOT: Kwi-Sung Kang for Floyd Roehrich

- Maricopa County: John Hauskins
- Mesa: Scott Butler
- Paradise Valley: Robert M. Cicarelli

Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
*Fountain Hills: Randy Harrel
*Gila Bend: Vacant
*Gila River: David White
Gilbert: Stephanie Prybyl Tami Ryall
Glendale: for Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Peoria: David Moody
*Queen Creek: Mark Young
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry
*Wickenburg: Gary Edwards
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash
*Street Committee: Darryl Crossman
*ITS Committee: Mike Mah

Pedestrian Working Group: Brandon Forrey
*Transportation Safety Committee: Kerry
Wilcoxon

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

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or John Eckhardt III, ADOT, (602) 712-7900.



Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Floyd
 Roehrich Jr.
*Acting State
 Engineer*

August 15, 2008

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

Re: Red Letter Report - Notifications from January 1, 2008 to June 30, 2008

Dear Mr. Smith:

Below is a list of "Red Letter" notices received in our office from the period of January 1, 2008 to June 30, 2008. During this period, notifications were received from local municipalities as well as various Developers, Architects, Engineers and Attorney's.

<u>LOCAL AGENCIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
City of Avondale	08	05
Town of Buckeye	09	02
City of Chandler	15	01
Town of Gilbert	24	01
City of Glendale	03	01
City of Goodyear	36	06
Maricopa County	52	08
City of Mesa	16	08
Miscellaneous Agencies	21	03
City of Peoria	05	02
City of Phoenix	102	43
State Land	13	03
City of Surprise	128	21
City of Tempe	03	02
Total Received	435	106

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system to ensure ADOT's Right of Way is not jeopardized. Other notices received include; road access, zoning changes, outdoor advertising, and annexations.



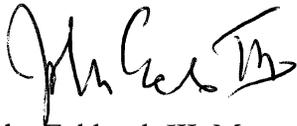
Page 2
Mr. Dennis Smith
August 15, 2008

By early notification in the planning and design process, the "Red Letter" process helps in reducing costs, saving money for both ADOT and tax payers. The Department appreciates the cooperation of the Maricopa Association of Governments members and look forward to your continued support as we improve all lines of communication.

Our new Red Letter Coordinator is Annette Close, ADOT Right of Way Project Management, and can be reached at (602) 712-8876 or at aclose@azdot.gov.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7900 or 205 S. 17th Avenue, MD 612E. Phoenix, Arizona 85007.

Sincerely,



John Eckhardt III, Manager
Right of Way Project Management

JE/ac

cc: Victor Mendez, Director. ADOT



MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF RED LETTERS

Of the 435 notices received 106 had an impact on the State's Highway System. Those 106 notices are summarized as follows:

AVONDALE:

1. I-10 & 99th Avenue, received Site Plan and Public Hearing notice. Advised the City the proposed project was within the I-10 widening project. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. I-10 from 111th Avenue to 119th Avenue, received notice of a Public Hearing. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. I-10 from 111th Avenue to 199th Avenue, received notification of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. South of Elwood Street, North of Southern between Avondale Boulevard and 107th Avenue, received notice of an Annexation Ordinance change. Advised the City the proposed project was within the study corridor for SR 801.
5. SEC of 107th Avenue and I-10, received General Plan. Advised the City a permit would be required due to proximity to I-10, provided contact information for obtaining a permit.

BUCKEYE:

1. SWC of Riggs Road and SR 85, received notice of a Zoning Change from a Law Firm. Recommended the City contact ADOT's Right of Way Coordinator due to the proximity of the project to SR 85.
2. SWC of Riggs Road and SR 85, received Site Plan. Had potential changes that would impact SR 85 for access. Referred them to Yuma District Office to obtain a permit.

CHANDLER:

1. SWC of Willis Road and Hamilton Road, received Zoning Change. Requested copy of plans from developer for review to ensure no access/encroachment or drainage issues existed.

GILBERT:

1. SEC of Market Street and Pecos Road, received notice of a Design Review Hearing and Site Plan from a Law firm. Advised the City due to the proximity of the project to 202L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

GLENDALE:

1. SEC of 101L and Bethany Home Road, received notice of a Public Hearing. Advised the City due to the proximity of the project to 202L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

101 (ETA)

GOODYEAR:

1. SWC of Cotton and Elwood Street, and NWC of Cotton and MC 85, received notice of a Zoning Change. Advised the City project was in the Study Corridor for the future 303L. Referred them to the Right of Way Coordinator for this area.
2. SWC of Cotton Road and Yuma Road, received Site Plan. Upon review of the plans, there was a discrepancy with the Right of Way lines. Advised the City due to the proximity of project to the 303L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Referred them to the Right of Way Coordinator for this area.
3. SEC I-10 and Estrella Parkway, received Site Plan. Advised the City due to proximity of project to the 303L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. SEC of Bullard and Estrella Parkway, received Site Plan. Advised the City the project was in the study corridor for the future 801. Referred them to the Right of Way Coordinator for this area.
5. NW of Estrella Parkway and I-10, received notice of a zoning change. Advised the City due to proximity of project to I-10 a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.



6. North of NEC of Indian School Road and Cotton Lane, received copy of Final Plat. Advised the City the project was in alignment of the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.

MARICOPA COUNTY:

1. Southern Avenue and Avondale Boulevard, received notice of a Special Use Permit. Advised the County the project was within the study corridor for SR 801. Referred them to our website to review other alternatives.
2. Indian School Road between 391st Avenue and Wintersburg Road, received notice of a Public Hearing. Advised the County due to the proximity of the project to I-10 a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. SR 87, received notice of a Zoning Change and copy of a Preliminary Plat. Advised the County a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. 115th Avenue and Atlanta Avenue, received notice of a Zoning change and copy of a Preliminary Plat. Advised the County the project was within the study corridor for SR 801. Referred them to our Right of Way Coordinator for this area.
5. 8603 S. Highway 85, received copy of a Planned Area of Development. Advised the County the project was within the study corridor for SR 801. Referred them to our Right of Way Coordinator for this area.
6. 6426 S. 199th Avenue, received notice of a Special use Permit. Advised the County the project was within the study corridor for SR 801. Referred them to our Right of Way Coordinator for this area.
7. NEC of Camelback Road and SR 303L, received notice of a Special Use permit. Advised the County of the future interchange and proposed detention basin at Camelback and the 303L. Referred them to our Right of Way Coordinator.
8. SWC of 55th Avenue and Mohave, received copy of a Site Plan. Advised the County the project was located in the study corridor of the future South Mountain 202L. Provided link to our website to review other alternatives. Referred them to our Right of Way Coordinator.

CITY OF MESA:

1. NWC of 202L and Recker Road, received copy of Site Plan. Plans received did not coincide with out Right of Way lines. Referred them to our Right of Way Plans Department.
2. 5537 E. Thomas Road, received notice of a Zoning Change and General Plan. Due to proximity to 202L referred them to ADOT Right of Way Plans Department. Provided encroachment permit contact information.
3. NEC of Elliott and 202L, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. Williams Gateway Airport, received copy of a Preliminary Plat. Advised the City the proposed project was within the study corridor of the future 202L. Referred them to our Right of Way Coordinator.
5. Commerce Way and 202L, received copy of a Preliminary Plat. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
6. East and West of Dobson Road along the 202L, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
7. 8745 E. Warner Road, received notice of a Use Permit and two (2) Freeway Landmark Signs from a Law Firm. Advised the City the project was within the study corridor for the future 202L. Referred them to ADOT's Outdoor Sign Division and our Right of Way Coordinator.
8. SEC of Greenfield and 202L, received copy of a Final Plat. Provided the City with a copy of the Right of Way Plans for this area. Recommended they contact our Right of Way Coordinator for this area.

MISCELLANEOUS – LOCAL PUBLIC AGENCIES

1. SR 347, received General Plan for the City of Maricopa regarding their downtown redevelopment plan. Requested copies of their Site Plans to review due to the current study on SR 347.
2. SEC of Thunderbird Road and 127th Avenue, received copy of Plat for cemetery in Town of El Mirage. Advised the town a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.



3. SWC of Cactus Road and the 101L, received a Zoning Change from the City of Scottsdale. Due to the proximity to the 101L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

CITY OF PEORIA:

1. SWC of 101 and Thunderbird Road, received Amended Site Plan. Due to the proximity to the 101L, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. SWC of Olive and the 101L, received a copy of Site Plan. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

CITY OF PHOENIX:

1. NWC of 75th Avenue and Latham, received copy of Site Plan. Due to the proximity of the project to I-10, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. SWC of 48th Street and Washington, received copy of Site Plan. Due to the proximity of the project to SR 143, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. SEC of 59th Avenue and Lower Buckeye Road, received copy of Site Plan. Advised the City project was in the proximity of the future South Mountain 202. Provided link to website to review alternates. Recommended they contact our Right of Way Coordinator for this area.
4. SEC of I-17 and Williams Drive, received copy of Site Plan from an Architect Firm. Due to the proximity of the project to I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
5. I-17 and Bethany Home Road, received an email from the City. Requested copies of the Site Plan to review due to proximity to I-17.
6. SEC of 55th Avenue and Lower Buckeye Road, received an email from the City. Requested copies of the Site Plan to review due to project being in line with the South Mountain 202. Recommend they contact our Right of Way Coordinator.
7. 17th Street and Bethany Home, received an email from the City. Requested copies of the Site Plan to review due to the proximity to SR 51.

8. NWC of 56th Street and Deer Valley Road, received copy of Site Plan revision. Due to proximity to the 101L, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
9. 91st Avenue and Buckeye Road, received copy of Site Plan. Advised the City project was in the proximity of the future South Mountain 202. Provided link to website to review alternates. Recommended they contact our Right of Way Coordinator for this area.
10. NEC of I-17 and Filmore, received an email from the City. Requested copies of the Site Plan to review due to the proximity to I-17.
11. SWC of 101 and 16th Street, received an email from the City. Requested copies of the Site Plan to review due to the proximity to the 101L. Provided contact information for obtaining a permit.
12. NEC of Filmore and I-17, received copy of Site Plan. Due to proximity to the I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
13. SEC 99th Avenue and Camelback, received an email from the City. Requested copies of the Site Plan to review due to the proximity to 101L.
14. NWC of 43rd Avenue and 101L, received copy of Preliminary Plan. Due to the proximity to I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
15. NWC of 7th Avenue and 101L, received copy of Site Plan. Due to the proximity to I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
16. SEC of I-10 and 83rd Avenue, received an email from the City. Requested copies of the Site Plan to review due to proximity to 101L.
17. SWC of Thomas and SR 51, received an email from the City. Requested copies of the Site Plan to review due to proximity to SR 51.
18. 17th Street and Bethany Home Road, received copy of Site Plan. Due to the proximity to SR 51 Southbound on-ramp, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
19. SEC Osborn and SR 51, received an email from the City. Requested copies of the Site Plan to review due to proximity to SR 51.

20. SEC of 63rd Avenue and I-10, received copy of Use Permit. Due to proximity to I-10 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
21. SWC of 40th Street and 202L, received copy of Master Site Plan from a Design Company. Due to the proximity to the 202L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
22. NWC of 7th Avenue and 101L, received copy of Site Plan from a Development Company. Due to the proximity to the 101L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
23. East of 63rd Avenue to 61st Avenue and South of Van Buren, received copy of Preliminary Site Plan. Advised the City project was in the proximity of the future South Mountain 202. Provided link to our website to review alternates. Recommended they contact our Right of Way Coordinator for this area.
24. SEC of I-17 and Williams Drive, received copy of Preliminary Site Plan. Due to proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
25. NEC of 59th Avenue and Lower Buckeye Road, received copy of Site Plan. Advised the City project was in the proximity of the future South Mountain 202. Provided link to our website to review alternates. Recommended they contact our Right of Way Coordinator for this area.
26. 2207 S. 15th Street, received an email with the application and address. Due to proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
27. SEC of 83rd Avenue and I-10, received copy of a Site Plan from an Engineering Company. Due to the proximity to I-10 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
28. I-17 and Bethany Home, received copy of Site Plan from an Architect Firm. Due to the proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
29. SWC of Adobe and I-17, received an email from the City. Requested copies of the Site Plan to review due to the proximity to I-17.

30. NEC of Washington and 202L, received a Zoning Change from a Law Firm. Due to the proximity to the 202L, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
31. Northwest of the NWC of 91st Avenue and Thomas, received an email from the City. Requested copies of the Site Plan to review due to proximity to the 101L.
32. NWC of 75th Avenue and I-10, received copy of a Site Plan. Due to the proximity to I-10 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
33. NWC of 7th Avenue and 101L, received copy of Site Plan. Due to the proximity to the 101L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
34. 2033 E. Thomas Road, received an email from the City. Requested copies of the Site Plan to review due to proximity to SR 51.
35. NEC of 67th Avenue and I-10, received copy of Preliminary Plan. Due to the proximity to I-10 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
36. 4141 N. 17th Street, received an email from the City. Requested copies of the Site Plan to review due to the proximity to SR 51.
37. SWC of Central and I-10, received a Zoning Change from an Architect Firm. Provided contact information for obtaining a permit.
38. NEC of Indianola and I-17, received an email from the City. Requested copies of the Site Plan to review due to the proximity to I-17.
39. NWC of Sheridan Street and 20th Street, received an email from the City. Requested copies of the Site Plan to review due to the proximity to SR 51.
40. NEC of 43rd Avenue and Anthem Way, received copy of a Site Plan. Due to proximity to the I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
41. NEC of 59th Avenue and Baseline, received an email from the City. Recommended they contact our Right of Way Coordinator as project is within the proximity of the future South Mountain 202.

42. NEC of Indianola and I-17, received copy of a Preliminary Site Plan from the City. Due to the proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
43. NWC of 19th Avenue and Wahalla, received copy of Preliminary Site Plan from the City. Due to the proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

STATE LAND DEPARTMENT:

1. SWC of 202L and Greenfield Road. Due to the proximity to the 202L advised the County a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. North Side of Pinnacle Peak Road, West of El Mirage Road. Advised the County a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. North and South of the 101L, East of SR 51, received notice of an application for the installation of 2 (two) 12" sewer mains. Advised the County a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

CITY OF SURPRISE:

1. SEC 303 and Cactus Road, received copy of a Minor PAD Amendment. Recommended they contact our Right of Way Coordinator due to the project being within the 303L expansion plan.
2. Grand Avenue from 193rd Avenue to Patton Road, received notice of a Zoning Change. Recommended the City contact our Right of Way Coordinator, due to the project being in the proximity to US 60.
3. North of Cactus along the 303L, received a Site Plan. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. Grand and 193rd Avenue, received notice of a Zoning Change. Recommended the City contact our Right of Way Coordinator, due to the project being in the proximity to US 60.
5. Grand and 193rd Avenue, received copy of a Site Plan. Recommended the City contact our Right of Way Coordinator, due to the project being in the proximity to US 60. Provided contact information for obtaining a permit.

6. SWC of Grand and Happy Valley Road, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
7. SEC of Bell Road and the 303L, received copy of a Site Plan. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
8. SEC of Bell Road and the 303L, received copy of a Planned Area of Development. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
9. SWC of 227th Avenue and Grand Avenue, received copy of a General Plan Amendment. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
10. North of Cactus Road between Sarival and the 303L, received copy of a Final Plat. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
11. North of Cactus Road between Sarival and the 303L, received copy of a Final Plat – Phase II. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
12. Grand Avenue South of Deer Valley Road, received copy of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Recommended the contact our Right of Way Coordinator for this area.
13. North of SR 74 bounded by 211th Avenue and 187th Avenue, received copy of a General Plan Amendment. Project area is currently under study for the Right of Way Preservation project for SR 74. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
14. 24415 W. Rockaway Hills Drive in Morrystown, AZ., received copy of a General Plan Amendment. Due to concerns with access to SR 74, referred the City to ADOT's Aeronautics Division to review their plans for an Airport.
15. Grand Avenue and Litchfield Road, received copy of a Final Plat. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

16. SWC of Bell Road and the 303L, received notice of a Conditional Use Permit. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
17. SWC of Bell Road and the 303L, received copy of a Site Plan Amendment. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
18. Grand Avenue and Mountain View Boulevard, received notice of a Use Permit. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
19. West of Grand Avenue, North and South of Happy Valley Road, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Recommended the contact our Right of Way Coordinator for this area.
20. NWC of Grand, North of Deer Valley Road, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Recommended the contact our Right of Way Coordinator for this area.
21. SWC of Jomax Road and Grand Avenue, received notice of a Planned Area of Development. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Recommended the contact our Right of Way Coordinator for this area.

CITY OF TEMPE:

1. NEC of Baseline & Price Road, received copy of a Zoning Use Permit. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. 430 N. Scottsdale Road, received copy of a PAD Overlay. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 25, 2008

SUBJECT:

2008 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY:

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2008 Annual Report is the fourth report in this series. State law also requires that MAG hold a public hearing on the report, and a hearing was conducted on November 13, 2008. At the December Regional Council meeting, MAG staff will report on the key findings and issues identified in the 2008 Annual Report. A Summary of Findings and Issues has been enclosed and the full report is available on the MAG website.

The 2008 Annual Report on the Status of the Implementation of Proposition 400 addresses project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The annual report process draws heavily on data from the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs.

The 2008 Annual Report utilizes revenue forecasts that were developed in the fall of 2007. Since that time, the national and state-level economies have continued to deteriorate, affecting the future revenue outlook for transportation programs in the MAG region. Fiscal Year 2008 half-cent sales tax receipts were 3.2 percent lower than the receipts from FY 2007. This is the first decline in year-over-year receipts in the history of the tax since its inception in 1985. For the first quarter of FY 2009, receipts were down 9.4 percent. Long-range revenue forecasts have recently been updated, and it is estimated that collections for the remaining life of the tax FY 2009-26 will be approximately \$1.1 billion less than forecasted last year.

PUBLIC INPUT:

A public hearing on the 2008 Annual Report was held on November 13, 2008 at the MAG office. A summary of the public comments has been enclosed.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee: The Draft 2008 Annual Report was included on the Transportation Committee agenda for October 15, 2008, for information and discussion.

MEMBERS ATTENDING

- | | |
|---|--|
| Mayor Steven Berman, Gilbert, Chair | Eneas Kane, DMB Associates |
| Mayor Marie Lopez Rogers, Avondale,
Vice Chair | * Mark Killian, The Killian Companies/
Sunny Mesa, Inc. |
| Councilmember Ron Aames, Peoria | Mayor Mary Manross, Scottsdale |
| Kent Andrews, Salt River Pima-
Maricopa Indian Community | David Martin, Citizens Transportation
Oversight Committee |
| * Councilmember Maria Baier, Phoenix | Mayor Jackie Meck, Buckeye |
| # Vice Mayor Gail Barney, Queen Creek | David Scholl |
| Stephen Beard, SR Beard &
Associates | Mayor Elaine Scruggs, Glendale |
| * Dave Berry, Swift Transportation | # Mayor Scott Smith, Mesa |
| Jed S. Billings, FNF Construction | Mayor Lyn Truitt, Surprise |
| Mayor James Cavanaugh, Goodyear | Supervisor Max W. Wilson,
Maricopa County |
| Mayor Boyd Dunn, Chandler | Felipe Zubia, State Transportation Board |
| # Mayor Hugh Hallman, Tempe | |

* Not present

Participated by telephone conference call

+ Participated by videoconference call

Management Committee: The Draft 2008 Annual Report was included on the MAG Management Committee agenda for October 8, 2008, for information and discussion.

MEMBERS ATTENDING

- | | |
|--|---|
| Charlie McClendon, Avondale, Chair | * Rick Davis, Fountain Hills |
| Mark Pentz, Chandler, Vice Chair | * Gila Bend |
| # Matt Busby for George Hoffman,
Apache Junction | * Joseph Manuel, Gila River Indian
Community |
| David Johnson for Jeanine Guy,
Buckeye | George Pettit, Gilbert |
| Jon Pearson, Carefree | Jenna Goad for Ed Beasley, Glendale |
| * Usama Abujbarah, Cave Creek | Romina Korkeas for John Fischbach, Goodyear |
| Spencer Isom for B.J. Cornwall,
El Mirage | * RoseMary Arellano, Guadalupe |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Darryl Crossman, Litchfield Park |
| | Christopher Brady, Mesa |
| | Jim Bacon, Paradise Valley |
| | Carl Swenson, Peoria |

Frank Fairbanks, Phoenix
* John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-
Maricopa Indian Community
Brad Lundahl for John Little, Scottsdale
Randy Oliver, Surprise
Jeff Kulaga for Charlie Meyer, Tempe

Chris Hagen for Reyes Medrano,
Tolleson
+ Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
* Victor Mendez, ADOT
Kenny Harris for David Smith,
Maricopa County
Bryan Jungwirth for David Boggs,
Valley Metro/RPTA

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

Transportation Review Committee: The Draft 2008 Annual Report was included on the MAG Transportation Review Committee agenda for September 25, 2008, for information and discussion.

MEMBERS ATTENDING

Phoenix: Tom Callow
ADOT: Kwi-Sung Kang for Floyd
Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
*Fountain Hills: Randy Harrel
*Gila Bend: Vacant
*Gila River: David White
Gilbert: Stephanie Prybyl Tami Ryall
Glendale: for Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
*Queen Creek: Mark Young
RPTA: Bob Antila for Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry
*Wickenburg: Gary Edwards
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash
*Street Committee: Darryl Crossman
*ITS Committee: Mike Mah

Pedestrian Working Group: Brandon Forrey
*Transportation Safety Committee: Kerry
Wilcoxon

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

CONTACT PERSON:

Roger Herzog, MAG, (602) 254-6300

November 25, 2008

TO: MAG Regional Council

FROM: Eric Anderson, MAG Transportation Director

SUBJECT: 2008 ANNUAL REPORT ON THE STATUS OF THE IMPLEMENTATION OF PROPOSITION 400 – PUBLIC HEARING SUMMARY OF INPUT

As part of the process for developing the 2008 Annual Report, MAG staff held a public hearing on Thursday, November 13, 2008 at 5:00 p.m. at the MAG offices. This memorandum is being transmitted to you to provide a summary of the public input received at the public hearing for your information.

The public hearing was facilitated by MAG, with representatives from the Arizona Department of Transportation (ADOT), Valley Metro and Valley Metro Rail (METRO) also in attendance. MAG Senior Project Manager Roger Herzog provided a presentation on the 2008 Annual Report detailing the report's contents. Following the presentation, hearing attendees were provided an opportunity to comment on the Annual Report. A court reporter was in attendance to record all comments made at the hearing. MAG staff had an opportunity to discuss comments/questions with attendees after the public hearing. An entire transcript of the hearing is available upon request.

Summary of Input:

- The community impacts of the proposed South Mountain Freeway have not been adequately considered by MAG or any other agency.
- The Phoenix city charter requires a citywide vote on any diversion of Phoenix Mountain preserve property, such as called for by the South Mountain Freeway Loop 202 encroaching on South Mountain Park. Are there any plans to schedule this vote with the City of Phoenix, and if not, what is the legal basis for ignoring this charter requirement?

Please contact me at the MAG office if you have any questions or concerns.

DRAFT

2008 ANNUAL REPORT ON THE STATUS OF THE IMPLEMENTATION OF PROPOSITION 400

SUMMARY OF FINDINGS AND ISSUES

MAG REGIONAL TRANSPORTATION PLAN	S-1
HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES	S-2
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM	S-3
ARTERIAL STREET LIFE CYCLE PROGRAM	S-7
TRANSIT LIFE CYCLE PROGRAM	S-8
PERFORMANCE MONITORING PROGRAM	S-11

The *Draft 2008 Annual Report on the Status of the Implementation of Proposition 400* has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (ARS) 28-6354. ARS 28-6354 requires that MAG annually issue a report on the status of projects funded through Proposition 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from the 2008 Annual Report are summarized below.

MAG REGIONAL TRANSPORTATION PLAN

The MAG Regional Transportation Plan (RTP) provides the blueprint for the implementation of Proposition 400. By Arizona State law, the revenues from the half-cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identifies specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets, and public transportation systems.

- The Update of the Regional Transportation Plan Update was postponed to FY 2009.

During FY 2008, a decision was made to postpone the update of the RTP until FY 2009. This was due to uncertainties regarding Federal policies for programming CMAQ funds and the completion date of a cost review of the

Freeway/Highway Life Cycle Program. It is anticipated that the 2009 RTP Update will be developed consistent with the usual planning and programming cycle during FY 2009.

- A revised Freeway/Highway Acceleration Policy was adopted.

On February 27, 2008, the MAG Regional Council adopted a revised MAG Highway Acceleration Policy. This revision will replace the policy adopted in March 2000, and includes improvements and clarifications that bring the policy in line with Proposition 400, resulting in a more effective process.

- The study findings from the Interstate 10 / Hassayampa Valley Transportation Framework Study were accepted.

On February 27, 2008 the MAG Regional Council accepted the findings of the Interstate 10 / Hassayampa Valley Transportation Framework Study. While the study the recommendations are not funded, the action to accept the study's findings allow the planning process to move forward in an illustrative manner. This will provide guidance to MAG and the affected agencies in the Hassayampa Valley for future activities, including updates to the Regional Transportation Plan.

- The study findings from the MAG Commuter Rail Strategic Plan were accepted.

On April 23, 2008, the MAG Regional Council accepted the findings of the MAG Commuter Rail Strategic Plan. The action by the Regional Council included accepting the findings of the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail. At this time, the RTP does not include funding to build and operate commuter rail in the MAG region.

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is the major funding source for the MAG Regional Transportation Plan (RTP), providing over half the revenues for the Plan. In addition to the half-cent sales tax, there are a number of other RTP funding sources, which are primarily from State and Federal agencies.

- Fiscal Year 2008 receipts from the Proposition 400 half-cent sales tax were 3.1 percent lower than receipts in FY 2007.

During FY 2008, receipts from the Proposition 400 half-cent sales tax for transportation totaled \$379 million. This amount is 3.1 percent lower than the receipts from the half-cent tax in FY 2007, which totaled \$391 million. This

represents the first decline in year-over-year revenues in the history of the half-cent sales tax for transportation since its inception in 1985.

- Forecasts of Proposition 400 half-cent revenues are 2.7 percent lower for the period FY 2009 through FY 2026, compared to the 2007 Annual Report.

Future half-cent revenues for the period FY 2009 through FY 2026 are forecasted to total \$13.7 billion. This amount is 2.7 percent lower than the forecast for the same period presented in the 2007 Annual Report. ADOT will update the half-cent forecasts in the latter part of calendar 2008, taking into account recent slowing in revenue collections as appropriate.

- Forecasts of total ADOT Funds dedicated to the MAG area for FY 2009 through FY 2026 are unchanged from the 2007 Annual Report estimate.

The forecast for ADOT funds totals \$7.4 billion for FY 2009 through FY 2026, which is unchanged from the 2007 Annual Report forecast. This funding source represents nearly one-half of the total funding for the Freeway/Highway Life Cycle Program.

- Forecasts of total MAG Federal Transportation Funds for FY 2009 through FY 2026 are unchanged from the 2007 Annual Report estimate.

MAG Federal Transportation Funds for FY 2008 through FY 2026 are forecasted to total \$5.3 billion. This estimate is unchanged from the amount projected in the 2007 Annual Report. These funding sources have been allocated to arterial street, transit and highway projects in the Regional Transportation Plan.

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

The Freeway/Highway Life Cycle Program extends through FY 2026 and is maintained by the Arizona Department of Transportation (ADOT) to implement freeway/highway projects listed in the MAG Regional Transportation Plan (RTP). The program utilizes funding from the Proposition 400 half-cent sales tax extension, as well as funding from State and Federal revenue sources.

- The final segment in the Proposition 300 - Regional Freeway Program was completed.

The Red Mountain Freeway (Loop 202) was completed between University Dr. and Power Rd. This segment was under construction during FY 2008 and opened to traffic on July 21, 2008. This project represents the final segment in the Proposition 300 - Regional Freeway Program.

- A number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2008.

Completed

- Higley Rd./US 60: T.I. improvements.
- 43rd Ave.-51st Ave./I-10: T.I. improvements.
- Dixileta Dr./I-17: New T.I.
- Bullard Ave./I-10: New T.I.
- Bethany Home Rd./Loop 101: New T.I.

Under Construction

- Carefree Hwy./I-17: T.I. improvements.
- Jomax Rd./I-17: New T.I.
- 64th St./101L: New T.I.
- I-10 (101L to Sarival Ave): New HOV and general purpose lanes.
- I-10 (SR 143 to US 60): WB auxiliary lane.
- I-17 (101L to Jomax Rd.): New HOV and general purpose lanes.
- I-17 (Jomax Rd. to SR 74): New HOV and general purpose lanes.
- SR 51 (Shea Blvd. to Loop 101): New HOV lanes, including HOV ramp connections at Loop 101.
- Loop 101 (Princess Dr. to Red Mountain Fwy.): New HOV lanes.
- SR 85 (MC 85 to Southern Ave. and MP 139.01 to 141.71): Widen to four lanes.
- SR 87 (Forest Bndry. to New Four Peaks Rd.): Road improvements.
- SR 93 (Wickenburg Bypass): New roadway.

Advertised for Bids

- US 60 (I-10 to Loop 101): New general purpose lanes.
 - Loop 101 (Tatum Blvd. to Princess Dr.): New HOV lanes.
 - Loop 101/Thunderbird Rd.: T.I. improvements.
 - Loop 101 (202L/Red Mt. Fwy. To 202L/Santan Fwy.): New HOV lanes.
 - Loop 202 (Mill Ave. and Washington St.): Bridge widening.
 - Loop 202 (SR 51 to 101L): Design-build freeway widening.
 - Loop 303 (Cactus Rd., Waddell Rd., and Bell Rd.) T.I. structures.
- Material cost increases were experienced for a number of FY 2008 projects and projects in the FY 2009-2026 Life Cycle Program.

During FY 2008, the MAG Regional Council approved cost increases identified by ADOT and MAG totaling \$22 million for freeway/highway projects that were programmed for FY 2008. It was determined that the cost

increases could be accommodated within available cash flow. Also, cost increases for certain projects in FY 2009-2026 Life Cycle Program totaled \$214 million.

- Based on unadjusted costs, the estimated future costs for the Freeway/Highway Life Cycle Program are in balance with projected revenues.

Funding available for use on freeway and highway projects through FY 2026 has been estimated to total \$10.3 billion (2008 \$'s). The estimated future costs identified in the Life Cycle Program for the period covering FY 2009 through FY 2026 total \$10.0 billion. Therefore, the estimated future costs are in balance with the projected future funds available, with available funds exceeding costs by \$264 million.

However, it is important to note that these project costs are currently being updated and revised. These cost revisions indicate that the Freeway/Highway Life Cycle Program will require major adjustments in order to achieve a balance between estimated costs and projected revenues during the life cycle period.

- ADOT and MAG are cooperatively evaluating the impacts of construction cost increases and project scope changes on the cost, scheduling and delivery of the Freeway/Highway Life Cycle Program.

A Cost Estimate Assessment is underway to analyze the current status of the RTP Freeway Program including the following items:

- Evaluation of the growth in construction and right-of-way costs between 2003 and 2008, and future trends for these project costs.
- Evaluation of project costs to determine how these costs have increased since the inception of the RTP Freeway Program.
- Determination of the portion of additional costs attributable to recent escalation of costs for construction labor, materials and right-of-way acquisition.
- Evaluation of freeway projects to determine if cost increases occurred due to unforeseen conditions (scope changes) resulting from updated design concept reports and expanded environmental studies.
- Updating RTP Freeway Program costs for each project based upon refined project requirements and updated construction and right-of-way costs.

The results of this evaluation will provide the cost and schedule data to evaluate potential adjustments to the RTP Freeway program.

- The Freeway/Highway Life Cycle Program will potentially require major revisions in order to achieve a balance between estimated costs and projected revenues during the life cycle period.

Two factors -- price inflation and detailing of project scopes -- have resulted in a significantly higher total cost for the Freeway/Highway Life Cycle Program. ADOT and MAG are reviewing the Life Cycle Program in light of higher construction costs and additions to original project scopes. The new preliminary estimated program cost totals \$14.9 billion (2008 \$'s). This compares to a 2003 planning estimate of \$9.4 billion (\$8.5 billion without contingency allowance). Funding available for construction over the full life cycle program period is currently estimated to total \$11.6 billion. Therefore, the new program estimate exceeds available funding by approximately \$3.3 billion. This difference could be subject to future increases, depending on the outlook for inflation, facility design contingencies, further cost estimate refinements, and updated revenue forecasts.

It is estimated that the new total program cost of \$14.9 billion consists of approximately the following components:

- \$8.5 billion: 2003 planning cost estimate (without contingency allowance).
- \$3.7 billion: Inflation 2003-2008.
- \$2.7 billion: Scope detailing (includes original contingency allowance plus additional scope enhancements).

Given the potential deficit of approximately \$3.3 billion for the Freeway/Highway Life Cycle Program, a major effort to achieve a balance between future program costs and available revenues will be required. This effort would include effective financing and cash flow management, phasing of project scopes, and plan and program adjustments as may be appropriate. Assumptions regarding future inflation and design contingencies also warrant thorough review, in view of the potential for continuing construction cost increases.

Potential approaches to achieving program balance could include: enhanced financing methods, project phasing, extension of the programming period, and adjustment of project schedules.

ARTERIAL STREET LIFE CYCLE PROGRAM

The Arterial Street Life Cycle Program (ALCP) extends through FY 2026 and is maintained by the Maricopa Association of Governments (MAG) to implement arterial street projects in the MAG Regional Transportation Plan (RTP). The Program receives major funding from both the Proposition 400 half-cent sales tax and Federal highway programs. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies that provide funding to match regional level revenues. MAG provides the regional share of the funding on a reimbursement basis.

- The Arterial Street Life Cycle Program Policies and Procedures and Project Listing were updated during FY 2008.

On December 19, 2007, MAG adopted changes to the Arterial Life Cycle Program Policies and Procedures to facilitate efficient administration of the Program. In addition, on June 25, 2008 the FY 2009 ALCP project listing was adopted to reflect updated information regarding project development status.

- During FY 2008, \$28 million in reimbursements were distributed to local governments from the Arterial Street Life Cycle Program, and work is continuing for reimbursements in FY 2009.

Five jurisdictions received reimbursements for project work during FY 2008 totaling over \$28 million. This brings the total reimbursements to \$50 million since the initiation of the Program. A total of eight project agreements were executed in FY 2008. This brings the total of project agreements executed to date to 26. It is anticipated that an additional 17 agreements will be executed during FY 2009. During FY 2009, it is anticipated that a total of six jurisdictions will receive reimbursements amounting to approximately \$119 million.

- Work will be proceeding on a broad range of projects in the Arterial Street Life Cycle Program.

During the period FY 2009 through FY 2013, work will be proceeding on 104 different arterial street segments. Various stages of work will be conducted on these projects, including 79 with design activity, 80 with right-of-way acquisition, and 81 with construction work at some time during the five-year period.

- The total estimated future regional revenue disbursements for Arterial Street Life Cycle Program projects are in balance with projected revenues.

For the remainder of the Arterial Street Life Cycle Program, which covers the period FY 2009 through FY 2026, projected revenues are in balance with estimated future projects disbursements, with revenues exceeding costs by approximately ten percent through FY 2026. Since the ALCP is based on the principle of project budget caps, with a fixed amount of regional funding allocated to individual projects (on an inflation adjusted basis), it is anticipated that the balance between estimated future disbursements and projected revenues can be maintained in the future.

- Project implementing agencies have deferred \$46 million in Federal and regional funding from FY 2008 to later years.

Cost pressures and other implementation issues have resulted in the deferral of arterial projects by implementing agencies, due to the inability to provide matching funds, or other scheduling and resource issues. Lead agencies have deferred \$46 million in federal and regional funding from FY 2008 to later years. It is anticipated that project scope changes and rescheduling may continue to occur in the future, as local jurisdictions continue to face a variety of fiscal issues.

- MAG staff has developed Draft MAG Federal Fund Programming Principles that will help guide the FY 2009 programming process.

During FY 2008, MAG staff has continued to work closely with ADOT and member agencies to document and improve the review process for projects receiving Federal funds. MAG has developed Draft MAG Federal Fund Programming Principles that will help guide the FY 2009 programming process. The purpose of the Principles is to establish a transparent set of programming principles that clarify the application and programming process and ensure consistency with Federal Regulations.

TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program is maintained by the Regional Public Transportation Authority (RPTA) and implements transit projects identified in the MAG Regional Transportation Plan. The RPTA maintains responsibility for administering half-cent sales tax revenues deposited in the Public Transportation Fund for use on transit projects, including light rail transit (LRT) projects. Although RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

- Bus service improvements continue on schedule.

New express and local/supergrid services continue to be implemented on schedule, despite the recent decline in excise tax revenues. Every effort has been made to ensure that the implementation schedule for services is not impacted by the downturn in the economy, especially given that transit demand has increased significantly due to the increase in gas prices. However, if revenues continue to decline, service implementation may be impacted in the future. Additionally, services that have been implemented will be reviewed to ensure that productivity goals are met. Unproductive services will be analyzed in detail to determine whether they should be modified, reduced or eliminated.

- Work is continuing on schedule on the construction of the Light Rail Minimum Operating Segment (MOS).

This facility will extend from Spectrum Mall to west Mesa. Construction and system testing and start-up are scheduled to be completed in 2008. Service is scheduled to begin for the entire system on December 27, 2008. Half-cent sales tax money from Proposition 400 will not be utilized to pay for major route construction or operation of the MOS, but is allocated toward certain elements of the support infrastructure (regional park-and-rides, bridges, vehicles, and for the cost to relocate utilities).

- RPTA continued planning studies in FY 2008.

The RPTA has a number of bus planning studies underway that will help define project and service concepts in greater detail and provide improved future cost estimates. The timely completion of these planning efforts will be essential for the continued implementation of regionally funded transit service.

The Main Street Bus Rapid Transit (BRT) design study was substantially completed. The construction is being bid out and is not expected to be completed by the beginning of service operations in December 2008. The service will begin to coincide with the opening of the MOS light rail operations. Temporary stops/stations will be used in the interim. RPTA has submitted a "Very Small Starts" application to the Federal Transit Administration (FTA) for federal funding of this project.

RPTA continues work on the Arizona Avenue Design Concept Report and the Comprehensive Arterial BRT Study. Arizona Avenue will be the second BRT line implemented under the RTP. Service on this line is scheduled to begin in FY 2011. RPTA will be submitting a Very Small Starts application to the FTA for federal funding for this project in 2009. The Comprehensive Arterial BRT Study will define the operational parameters of the arterial BRT network. It will also define how the system will integrate with Supergrid, fixed route bus, and LRT service to maximize the operational efficiencies of these transit networks.

- Valley Metro Rail Planning continued with necessary planning studies to implement future LRT service.

The LRT Configuration Study will evaluate the operational characteristics and needs of the full 57.7 mile LRT system identified in the Regional Transportation Plan. Phase I of the study was completed in 2007. Phase II of the study began in February 2008. Phase II includes modeling for the candidate corridors to estimate ridership and assess the cost effectiveness.

The Glendale Extension Study has compiled a notebook with three alignment options for the Glendale LRT extension identified in the RTP. The alignment options being evaluated include service from I-10 to the stadium complex north of Bethany Home Road, service to downtown Glendale, or service to the ASU west campus on Thunderbird Avenue. The affected cities are reviewing the technical information.

The Alternatives Analysis (AA) for the Central Mesa Extension, the I-10 West Extension and the Tempe South Extension are in progress.

- Estimated future costs for the Transit Life Cycle Program are in balance with projected revenues.

For the remainder of the Transit Life Cycle Program, which covers the period FY 2009 through FY 2026, projected revenues are in balance with future projects costs but with very little left at the end of the program. Several capital projects were eliminated, including the vanpool maintenance facility, the rural bus maintenance facility and the Phoenix dial-a-ride maintenance facility. Additionally, many of the contingencies in the program were eliminated or reduced in order to ensure that revenues exceeded expenditures. Costs continue to rise faster than anticipated and revenues are not expected to keep pace, at least in the short term.

- Transit service and capital cost increases will represent an ongoing challenge for the Transit Life Cycle programming process.

Given recent trends of escalating wages and fuel prices, pressure will increase to balance operations costs with available revenues. Similarly, recent increases for right-of-way and construction materials will continue to drive up costs for transit capital facilities, as they have in the freeway and arterial programs. Costs for the Transit Life Cycle Program will need to be evaluated on a continuing basis as the program is implemented, and program adjustments made as warranted in order to maintain the cost/revenue balance.

RPTA will be examining closely the assumptions used in estimating both revenues and expenditures for the Transit Life Cycle Program during FY 2009. The issues include inflation assumptions, federal revenue estimates, bus fare revenue estimates, service costs and contingencies. If transportation excise tax revenue estimates decline, it is likely that service implementation will be affected. Financing for capital projects is assumed in the program, however the cost of borrowing will be considered carefully against the cost of delaying capital facilities construction to ensure that funds are expended appropriately.

- The outlook for Federal discretionary funding for transit will require continuous monitoring.

A large part of the funding for the LRT system extensions and for bus purchases is assumed to be from awards by the US Department of Transportation through the discretionary program. This funding is over-and-above the Federal funding contained in the 20-mile starter system Full Funding Grant Agreement. The timing and amounts of light rail transit New Start monies coming to the MAG region will be subject to a highly competitive process at the federal level. The prospects for awards from this program will require careful monitoring. Discretionary funding for the bus capital program is also highly competitive and the assumptions in the Transit Life Cycle Program will be reviewed carefully to ensure they are not overly aggressive. The pending reauthorization of SAFETEA-LU will also impact when and how FTA funding flows to the region.

PERFORMANCE MONITORING PROGRAM

The MAG Transportation System Performance Monitoring and Assessment Program has been established to provide a framework for reporting performance at the system and project levels, and serve as a repository of historical, simulated and observed data for the transportation system in the MAG Region.

- During FY 2008, MAG initiated the Performance Measurement Framework consultant study for the regional roadway network.

In June 2008, MAG initiated the Performance Measurement Framework consultant study to further refine and focus the performance monitoring approach for the regional roadway network. Based on the findings of this study and input from the Transit Performance Report, it is anticipated that MAG will annually produce a Transportation System Monitoring and Performance Report.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 25, 2008

SUBJECT:

Project Changes: Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and the FY 2009 Arterial Life Cycle Program

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007, and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 25, 2008.

Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in the attached tables. The project changes in Table A include adding the landscaping freeway projects, removing individual ADOT Freeway Management System projects since they are combined with other construction projects, adding Safe Routes to School construction projects, and various other project changes. The attached table also includes project changes to ALCP projects that are in the TIP as well. Fountain Hills and Scottsdale have requested to modify the regional costs for project work phases due to actual costs. These changes do not cause a negative fiscal impact to the ALCP.

Since the Transportation Policy Committee meeting in October, it was found that four additional paving projects in Chandler, El Mirage, Ft. McDowell, and Phoenix funded with CMAQ funds need to be included in the FY 2008-2012 TIP, which are listed in Table B. These four projects were previously approved by Regional Council in January 2008 to be included in the MAG TIP.

All of the projects to be amended and administratively modified may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination, but a consultation process will be initiated for these projects as a separate agenda item.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: This amendment request is in accord with all MAG guidelines.

ACTION NEEDED:

Approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

PRIOR COMMITTEE ACTIONS:

Transportation Policy Committee: On October 15, 2008, the Transportation Policy Committee recommended approval of the project changes as noted in Table A. The project changes in Table B were not identified at that time.

MEMBERS ATTENDING

- Mayor Steven Berman, Gilbert, Chair
- Mayor Marie Lopez Rogers, Avondale, Vice Chair
- Councilmember Ron Aames, Peoria
- Kent Andrews, Salt River Pima-Maricopa Indian Community
- * Councilmember Maria Baier, Phoenix
- # Vice Mayor Gail Barney, Queen Creek
- Stephen Beard, SR Beard & Associates
- * Dave Berry, Swift Transportation
- Jed S. Billings, FNF Construction
- Mayor James Cavanaugh, Goodyear
- Mayor Boyd Dunn, Chandler
- # Mayor Hugh Hallman, Tempe
- Eneas Kane, DMB Associates
- * Mark Killian, The Killian Companies/Sunny Mesa, Inc.
- Mayor Mary Manross, Scottsdale
- David Martin, Citizens Transportation Oversight Committee
- Mayor Jackie Meck, Buckeye
- David Scholl
- Mayor Elaine Scruggs, Glendale
- # Mayor Scott Smith, Mesa
- Mayor Lyn Truitt, Surprise
- Supervisor Max W. Wilson, Maricopa County
- Felipe Zubia, State Transportation Board

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

Management Committee: On October 8, 2008, the Management Committee recommended approval of the project changes.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

Transportation Review Committee: On September 25, 2008, the Transportation Review Committee (TRC) recommended approval of project changes in the attached table on September 25, 2008, with the exclusion of three Scottsdale projects (SCT04-009, SCT08-928, and SCT09-924), which were not identified at the time of the meeting.

MEMBERS ATTENDING

Phoenix: Tom Callow
ADOT: Kwi-Sung Kang for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
* Fountain Hills: Randy Harrel
* Gila Bend: Vacant
* Gila River: David White
Gilbert: Stephanie Prybyl Tami Ryall
Glendale: for Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
* Queen Creek: Mark Young
RPTA: Bob Antila for Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry
* Wickenburg: Gary Edwards
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash
*Street Committee: Darryl Crossman
*ITS Committee: Mike Mah

Pedestrian Working Group: Brandon Forrey
*Transportation Safety Committee: Kerry Wilcoxon

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

Regional Council: On January 30, 2008, the Regional Council approved [four paving projects in Chandler, El Mirage, Ft. McDowell, and Phoenix funded with CMAQ funds] to be added to the MAG Federal Fund Program and added to the Draft FY 2009-2013 MAG Transportation Improvement Program.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair
* Mayor Mary Manross, Scottsdale, Vice Chair
Councilmember Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Councilmember Elaine May for Mayor Bobby Bryant, Buckeye
Mayor Wayne Fulcher, Carefree
Vice Mayor Gilbert Lopez for Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Raphael Bear, Fort McDowell Yavapai Nation
Councilmember Jay Schlum for Mayor Wally Nichols, Fountain Hills

Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale
* Mayor Rebecca Jimenez, Guadalupe
* Mayor Thomas Schoaf, Litchfield Park
Supervisor Max W. Wilson, Maricopa County
Mayor Keno Hawker, Mesa
Councilmember Brian Cooney for Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
* Vice Mayor Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
Vice President Martin Harvier for President Diane Enos, Salt River Pima-Maricopa Indian Community

Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown

Felipe Zubia, State Transportation Board
* Vacant, State Transportation Board
* Vacant, Citizens Transportation
Oversight Committee

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

CONTACT PERSON:

Eileen O. Yazzie, (602) 254-6300.

TABLE A

Request for Project Change - Approved at October 2008 TPC Meeting

2008-2012 MAG Transportation Improvement Program & FY 2009 Arterial Life Cycle Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-835	ADOT	101L (Pima): Princess Dr to SR202L	Design and Construct Freeway Management System (FMS)	2008	14	State	\$2,441,000	-	-	\$2,441,000	Amend: Delete project - Construction of FMS is included in HOV project (DOT06-618).
DOT08-832	ADOT	101L (Pima): Princess Dr to SR202L	Design and Construct Freeway Management System (FMS)	2008	14	State	\$2,441,000	-	-	\$2,441,000	Amend: Delete project - Construction of FMS is included in HOV project (DOT06-618).
DOT07-708	ADOT	101 (Pima Fwy): SR-51 to Princess Dr	Design and construct FMS	2009	6	State	\$ 4,048,000	-	-	\$ 4,048,000	Admin Mod: Increase project costs by \$2,948,000 and length of project by 2.7 miles.
DOT08-810	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Construct new interim freeway (FY 2009)	2009	7	RARF	-	-	\$ 162,000,000	\$ 162,000,000	Admin Mod: Project length has been modified, costs have decreased by \$13,500,000, and year of work has changed from 08 to 09.
DOT09-823	ADOT	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Construct new interim freeway (FY 2009)	2009	7	RARF	-	-	\$ 147,500,000	\$ 147,500,000	Admin Mod: Project length has been modified, and costs have increased by \$13,500,000.
DOT09-916	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Landscape establishment project	2009	7	RARF	-	-	\$ 750,000	\$ 750,000	Amend: New Project
DOT09-915	ADOT	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Landscape establishment project	2009	7	RARF	-	-	\$ 750,000	\$ 750,000	Amend: New Project
AVN09-904	Avondale	Avondale School Crosswalk Enhancement Projects	Install various traffic calming and other infrastructure devices: raised crosswalks, sidewalks and ramps, landscape medians, and pedestrian channelization	2009	NA	Federal Safe Routes to School	-	\$ 219,746	-	\$ 219,746	Amend: New Project
FTH09-908	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Acquisition of right-of-way for roadway improvement	2009	1	RARF	\$ 143,000	-	\$ 181,000	\$ 324,000	ALCP Admin Mod: Decrease local and regional cost to match the FY09 ALCP.
FTH09-907	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Design of roadway improvement	2009	1	RARF	\$ 389,000	-	\$ 907,000	\$ 1,296,000	ALCP Admin Mod: Increase local and regional cost to match the FY09 ALCP.
FTH10-909	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Construct roadway improvement	2010	1	RARF	\$ 1,978,000	-	\$ 4,614,000	\$ 6,592,000	Project needs to be added to the TIP; it was coded for the July Amendment/Modification, but left off the project change sheet.
GLB09-901	Gilbert	Sidewalk/Crossing Improvement Project	Install sidewalks, bicycle lanes, and traffic calming devices at twelve schools.	2009	NA	Federal Safe Routes to School	-	\$ 249,220	-	\$ 249,220	Amend: New Project
PHX09-912	Phoenix	Sidewalks for Mitchell School's Safe Route	Sidewalks will be installed on the streets closest to the school as part of a multi-year student pedestrian and bicyclist safety program.	2009	NA	Federal Safe Routes to School	-	\$ 231,034	-	\$ 231,034	Amend: New Project

2008-2012 MAG Transportation Improvement Program & FY 2009 Arterial Life Cycle Program											
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SCT09-901	Scottsdale	Scottsdale Road and Indian Bend Road	Create access enhancement to the McCormick-Stillman Railroad Park by improving the parking area and pedestrian underpass	2009	NA	Federal High Priority Project	\$ 704,000	\$ 1,000,000	-	\$ 1,704,000	Amend: New Project
SCT04-009	Scottsdale	Pima Rd: SR101L to Thompson Peak Parkway	Design roadway widening	2009	2.5	RARF	\$ 455,000		\$ 1,061,000	\$ 1,516,000	ALCPAdmin Mod: Decrease regional cost from \$1,296,000 to \$1,061,000
SCT08-928-	Scottsdale	Pima Rd: SR101L to Thompson Peak Parkway	Construct roadway widening	2009	2.5	RARF	\$ 5,391,000		\$ 12,578,000	\$ 17,969,000	ALCP Admin Mod: Increase regional cost from \$12,363,000 to \$12,578,000
SCT09-924	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2009	1	RARF	\$ 298,000		\$ 695,000	\$ 993,000	ALCP Admin Mod: Increase regional costs from \$676,000 to \$695,000

TABLE B

Request for Project Change - New requests since October 2008 TPC meeting

2008-2012 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
CHN13-901	Chandler	Various Locations in the City of Chandler	Paving dirt alleys	2010	10	CMAQ	\$ 589,000	\$ 350,000		\$ 939,000	Amend: New Project - Regional Council approved project to be included in TIP in January 2008
ELM13-903	El Mirage	Dysart Ranchettes area: Varney Rd, Peoria Ave, Dysart Rd, El Mirage	Paving dirt roads	2010	3.4	CMAQ	\$ 1,750,000	\$ 1,250,000		\$ 3,000,000	Amend: New Project - Regional Council approved project to be included in TIP in January 2008
FTM13-901	Ft. McDowell	Various Locations on Fort McDowell Yavapai Nation	Paving dirt roads	2010	4.7	CMAQ	\$ 1,650,000	\$ 700,000		\$ 2,350,000	Amend: New Project - Regional Council approved project to be included in TIP in January 2008
PHX13-904	Phoenix	Various Locations in the City of Phoenix: 44 miles of dirt alleys	Paving dirt alleys	2010	44	CMAQ	\$ 920,000	\$ 1,200,000		\$ 2,120,000	Amend: New Project - Regional Council approved project to be included in TIP in January 2008

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

DATE:

November 25, 2008

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on conformity assessments for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment contains several projects, including three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. The proposed administrative modification contains several projects, including funding and schedule changes to Arizona Department of Transportation projects on Loop 303 and for minor revisions to three Pima Road projects in Scottsdale.

Since the Transportation Policy Committee meeting in October, it was found that four additional paving projects in Chandler, El Mirage, Fort McDowell Yavapai Nation, and Phoenix funded with CMAQ funds were inadvertently omitted from the amendment to the FY 2008-2012 TIP approved by the MAG Regional Council on July 23, 2008. These four projects were previously approved by the Regional Council on January 30, 2008 and need to be included in the MAG TIP. Comments on the conformity assessment are requested by December 3, 2008.

The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memoranda.

PUBLIC INPUT:

An opportunity for public comment on the projects from the September 30, 2008 and October 7, 2008 conformity consultation memoranda was provided at the October 8, 2008 MAG Management Committee meeting and no public comments were received.

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

PROS & CONS:

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

CONS: The review of the conformity assessments require additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the October 8, 2008 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

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

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

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

MEMBERS ATTENDING

Phoenix: Tom Callow
ADOT: Kwi-Sung Kang for Floyd
Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
* Fountain Hills: Randy Harrel
* Gila Bend: Vacant
* Gila River: David White
Gilbert: Stephanie Prybyl Tami Ryall
Glendale: for Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
* Queen Creek: Mark Young
RPTA: Bob Antila for Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry
* Wickenburg: Gary Edwards
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash
*Street Committee: Darryl Crossman
*ITS Committee: Mike Mah

Pedestrian Working Group: Brandon Forrey
*Transportation Safety Committee: Kerry
Wilcoxon

* Members neither present nor represented by proxy.

+ - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

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

November 19, 2008

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

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes four CMAQ-funded paving projects in Chandler, El Mirage, Fort McDowell Yavapai Nation, and Phoenix. These projects were inadvertently omitted from the amendment to the FY 2008-2012 TIP approved by the MAG Regional Council on July 23, 2008. These four projects were previously approved by the Regional Council on January 30, 2008 and need to be included in the MAG TIP. Comments on the conformity assessment are requested by December 3, 2008.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

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

ATTACHMENT

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

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

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule. The proposed amendment to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

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

Amendment to the FY 2008-2012 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length (miles)	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
CHN13-901	Chandler	Various Locations in the City of Chandler	Paving dirt alleys	2010	10	CMAQ	\$ 589,000	\$ 350,000		\$ 939,000	Amend: New Project - Regional Council approved project to be included in TIP in January 2008	New project would not be included in modeling for a regional emissions analysis. The conformity status of the TIP and RTP would remain unchanged.
ELM13-903	El Mirage	Dysart Ranchettes area: Varney Rd, Peoria Ave, Dysart Rd, El Mirage	Paving dirt roads	2010	3.4	CMAQ	\$ 1,750,000	\$ 1,250,000		\$ 3,000,000	Amend: New Project - Regional Council approved project to be included in TIP in January 2008	New project would not be included in modeling for a regional emissions analysis. The conformity status of the TIP and RTP would remain unchanged.
FTM13-901	Ft. McDowell	Various Locations on Fort McDowell Yavapai Nation	Paving dirt roads	2010	4.7	CMAQ	\$ 1,650,000	\$ 700,000		\$ 2,350,000	Amend: New Project - Regional Council approved project to be included in TIP in January 2008	New project would not be included in modeling for a regional emissions analysis. The conformity status of the TIP and RTP would remain unchanged.
PHX13-904	Phoenix	Various Locations in the City of Phoenix: 44 miles of dirt alleys	Paving dirt alleys	2010	44	CMAQ	\$ 920,000	\$ 1,200,000		\$ 2,120,000	Amend: New Project - Regional Council approved project to be included in TIP in January 2008	New project would not be included in modeling for a regional emissions analysis. The conformity status of the TIP and RTP would remain unchanged.

October 7, 2008

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

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed administrative modification includes a request for minor revisions to three Pima Road projects in Scottsdale. Comments on the conformity assessment are requested by October 17, 2008.

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

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

ATTACHMENT

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

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

The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include funding changes, design, right-of-way, and utility projects. The proposed administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects below. The project number, agency, and description is provided, followed by the conformity assessment.

Minor Project Revisions

1. SCT04-901, City of Scottsdale, (Pima Road, Loop 101 to Thompson Peak Parkway). The proposed administrative modification includes a minor project revision to decrease the regional cost from \$1,296,000 to \$1,061,000 for a Pima Road design roadway widening project from Loop 101 to Thompson Peak Parkway. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
2. SCT08-928, City of Scottsdale, (Pima Road, Loop 101 to Thompson Peak Parkway). The proposed administrative modification includes a minor project revision to increase the regional cost from \$12,363,000 to \$12,578,000 for a Pima Road construct roadway widening project from Loop 101 to Thompson Peak Parkway. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
3. SCT09-924, City of Scottsdale, (Pima Road, Thompson Peak Parkway to Pinnacle Peak Road). The proposed administrative modification includes a minor project revision to increase the regional cost from \$676,000 to \$695,000 for a Pima Road design roadway widening project from Thompson Peak Parkway to Pinnacle Peak Road. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

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

September 30, 2008

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

FROM: Dean Giles, Air Quality Planning Program Specialist

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

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. The proposed administrative modification includes funding and schedule changes to Arizona Department of Transportation projects on Loop 303. Comments on the conformity assessment are requested by October 17, 2008.

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

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

ATTACHMENT

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

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

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

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

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

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT08-835	ADOT	101L (Pima): Princess Dr to SR202L	Design and Construct Freeway Management System (FMS)	2008	14	State	\$ 2,441,000	-	-	\$ 2,441,000	Amend: Delete project - Construction of FMS is included in HOV project (DOT06-618).	Minor project revision to combine FMS into existing High Occupancy Vehicle lane project, DOT06-618. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-832	ADOT	101L (Pima): Princess Dr to SR202L	Design and Construct Freeway Management System (FMS)	2008	14	State	\$ 2,441,000	-	-	\$ 2,441,000	Amend: Delete project - Construction of FMS is included in HOV project (DOT06-618).	Minor project revision to combine FMS into existing High Occupancy Vehicle lane project, DOT06-618. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT07-708	ADOT	101 (Pima Fwy): SR-51 to Princess Dr	Design and construct FMS	2009	6	State	\$ 4,048,000	-	-	\$ 4,048,000	Admin Mod: Increase project costs by \$2,948,000 and length of project by 2.7 miles.	Minor project revision to increase the funding amount from \$1,100,000 to \$4,048,000 and to correct the length from 3.3 miles to 6.0 miles. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-810	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Construct new interim freeway (FY 2009)	2009	7	RARF	-	-	\$ 162,000,000	\$ 162,000,000	Admin Mod: Project length has been modified, costs have decreased by \$13,500,000, and year of work has changed from 08 to 09.	Minor project revision to decrease the funding amount by \$13,500,000 and correct the project length. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-823	ADOT	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Construct new interim freeway (FY 2009)	2009	7	RARF	-	-	\$ 147,500,000	\$ 147,500,000	Admin Mod: Project length has been modified, and costs have increased by \$13,500,000.	Minor project revision to increase the funding amount by \$13,500,000 and correct the project length. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-916	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Landscape establishment project	2009	7	RARF	-	-	\$ 750,000	\$ 750,000	Amend: New Project	Project is considered exempt from conformity requirements under the category "plantings, landscaping, etc." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-915	ADOT	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Landscape establishment project	2009	7	RARF	-	-	\$ 750,000	\$ 750,000	Amend: New Project	Project is considered exempt from conformity requirements under the category "plantings, landscaping, etc." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
AVN09-904	Avondale	Avondale School Crosswalk Enhancement Projects	Install various traffic calming and other infrastructure devices: raised crosswalks, sidewalks and ramps, landscape medians, and pedestrian channelization	2009	NA	Federal Safe Routes to School	-	\$ 219,746	-	\$ 219,746	Amend: New Project	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
FTH09-908	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Acquisition of right-of-way for roadway improvement	2009	1	RARF	\$ 143,000	-	\$ 181,000	\$ 324,000	Admin Mod: Decrease local and regional cost to match the FY09 ALCP.	Minor project agreement to decrease the funding amount. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
FTH09-907	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Design of roadway improvement	2009	1	RARF	\$ 389,000	-	\$ 907,000	\$ 1,296,000	Admin Mod: Increase local and regional cost to match the FY09 ALCP.	Minor project agreement to increase the funding amount. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
FTH10-901	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Construct roadway improvement	2010	1	RARF	\$ 1,978,000	-	\$ 4,614,000	\$ 6,592,000	Amend: New Project	Minor project revision to correct the TIP project listing to be consistent with the Arterial Life Cycle Program. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
GLB09-901	Gilbert	Sidewalk/Crossing Improvement Project	Install sidewalks, bicycle lanes, and traffic calming devices at twelve schools.	2009	NA	Federal Safe Routes to School	-	\$ 249,220	-	\$ 249,220	Amend: New Project	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX09-912	Phoenix	Sidewalks for Mitchell School's Safe Route	Sidewalks will be installed on the streets closest to the school as part of a multi-year student pedestrian and bicyclist safety program.	2009	NA	Federal Safe Routes to School	-	\$ 231,034	-	\$ 231,034	Amend: New Project	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
SCT09-901	Scottsdale	Scottsdale Road and Indian Bend Road	Create access enhancement to the McCormick-Stillman Railroad Park by improving the parking area and pedestrian underpass	2009	NA	Federal High Priority Project	\$ 704,000	\$ 1,000,000	-	\$ 1,704,000	Amend: New Project	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

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

DATE:

November 25, 2008

SUBJECT:

Approval of the Draft July 1, 2008 Maricopa County and Municipality Resident Population Updates

SUMMARY:

MAG staff has prepared draft July 1, 2008 Maricopa County and Municipality Resident Population Updates. The Updates were prepared using the 2005 Census Survey for Maricopa County as the base and housing unit data supplied and verified by MAG member agencies. The method used to calculate the updates was approved by the MAG Population Technical Advisory Committee (POPTAC). Because there may be changes to the Maricopa County control total by the Arizona Department of Commerce (ADOC), the MAG POPTAC and Management Committee, recommended approval of these Updates provided that the Maricopa County control total is within one percent of the final control total. An updated draft control total for Maricopa County was received from Arizona Department of Commerce on November 18, 2008. This draft number is within one tenth of one percent of the control total recommended by Management Committee on November 12, 2008 and has therefore been used in preparing the municipality population updates attached. The Updates are used to allocate \$23 million in lottery funds to local jurisdictions, prepare local budgets and set expenditure limitations.

The State Population Technical Advisory Committee will be considering these updates along with those for the remainder of the State on December 5, 2008. The Director of the Department of Economic Security (DES) is required to forward the Updates to the Economic Estimates Commission by December 15th of each year.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The July 1, 2008 Maricopa County and Municipality Resident Population Updates are needed to gauge growth in the region, distribute \$23 million in lottery funds to cities and towns, prepare budgets and set expenditure limitations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The July 1, 2008 Maricopa County and Municipality Resident Population Updates have been prepared using a methodology that is consistent for all counties and municipalities in the State of Arizona.

POLICY: The July 1, 2008 Maricopa County and Municipality Resident Population Updates are needed by local officials to accommodate and budget for growth.

ACTION NEEDED:

Approval of the July 1, 2008 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: On November 12, 2008, the MAG Management Committee unanimously recommended approval of the July 1, 2008 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair	* RoseMary Arellano, Guadalupe
Mark Pentz, Chandler, Vice Chair	Darryl Crossman, Litchfield Park
* George Hoffman, Apache Junction	Christopher Brady, Mesa
David Johnson for Jeanine Guy, Buckeye	Jim Bacon, Paradise Valley
Jon Pearson, Carefree	Carl Swenson, Peoria
Wayne Anderson for Usama Abujbarah, Cave Creek	Frank Fairbanks, Phoenix
Spencer Isom for B.J. Cornwall, El Mirage	John Kross, Queen Creek
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Rick Davis, Fountain Hills	John Little, Scottsdale
* Rick Buss, Gila Bend	Randy Oliver, Surprise
Joseph Manuel, Gila River Indian Community	Charlie Meyer, Tempe
George Pettit, Gilbert	Chris Hagen for Reyes Medrano, Tolleson
Ryan Peters for Ed Beasley, Glendale	Gary Edwards, Wickenburg
Romina Korkes for John Fischbach, Goodyear	Lloyce Robinson, Youngtown
	Jennifer Toth 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.

MAG POPTAC: On October 28, 2008, the MAG Population Technical Advisory Committee unanimously recommended approval of the July 1, 2008 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total.

Member/Proxy

George Pettit, Gilbert, Chairman	Mesa: Wahid Alam
* Apache Junction: Bryant Powell	# Paradise Valley: Molly Hood
Avondale: Scott Wilken	Peoria: Ed Boik
Buckeye: Brian Rose	Phoenix: Tim Tilton
* Carefree: Gary Neiss	Queen Creek: Dave Williams
# Cave Creek: Ian Cordwell for Usama Abujbarah	* Salt River Pima-Maricopa Indian Community: Ruben Guerrero for Bryan Meyers
* Chandler: Jason Crampton	Scottsdale: Harry Higgins
# El Mirage: Mark Smith	* Surprise: Janice See
# Fountain Hills: Eugene Schlecta	# Tempe: Sherri Lesser for Lisa Collins
* Gila River Indian Community: Terry Yergan	* Valley Metro: Ann McCracken
Glendale: Thomas Ritz	* Wickenburg: Steve Boyle
# Goodyear: Katie Wilken	* Youngtown: Lloyce Robinson
Guadalupe: Mark Johnson	* Maricopa County: Matt Holm
Litchfield Park: Sonny Culbreth	

*Those not present

Participated via audioconference

MAG POPTAC Ad Hoc Subcommittee: On October 28, 2008, the MAG Population Technical Advisory Committee Ad Hoc Subcommittee unanimously recommended approval of the Maricopa County and Municipality July 1, 2008 Resident Population Updates provided that the final update is within one percent of 3,990,000 people.

Member/Proxy

Tim Tilton, Chairman, Phoenix

Scottsdale: Harry Higgins

* Chandler: Jason Crampton

Glendale: Thomas Ritz

Mesa: Wahid Alam

* Tempe: Lisa Collins

* Maricopa County: Matt Holm

*Those not present

CONTACT PERSON:

Anubhav Bagley or Rita Walton, MAG, (602) 254-6300.

DRAFT

JURISDICTION POPULATION UPDATE 2005 CENSUS SURVEY and JULY 1, 2008

Jurisdiction	Total Population			Percent Growth		Share	
	September 1, 2005 (Census Survey)	July 1, 2008	Change	Overall	Annual	Share of Growth	Share of County
Apache Junction *1 *2	275	276	1	0.3%	0.1%	0.0%	0.0%
Avondale	69,356	76,648	7,292	10.5%	3.6%	2.5%	1.9%
Buckeye	25,406	50,143	24,737	97.4%	27.1%	8.6%	1.3%
Carefree	3,684	3,948	264	7.2%	2.5%	0.1%	0.1%
Cave Creek	4,766	5,132	366	7.7%	2.6%	0.1%	0.1%
Chandler	230,845	244,376	13,531	5.9%	2.0%	4.7%	6.1%
El Mirage	32,061	33,647	1,586	4.9%	1.7%	0.6%	0.8%
Fort McDowell *1	824	824	0	0.0%	0.0%	0.0%	0.0%
Fountain Hills	24,492	25,995	1,503	6.1%	2.1%	0.5%	0.7%
Gila Bend	1,808	1,899	91	5.1%	1.8%	0.0%	0.0%
Gila River *1 *2	2,742	2,742	0	0.0%	0.0%	0.0%	0.1%
Gilbert	173,072	214,820	41,748	24.1%	7.9%	14.5%	5.4%
Glendale	242,369	248,435	6,066	2.5%	0.9%	2.1%	6.2%
Goodyear	46,213	59,436	13,223	28.6%	9.3%	4.6%	1.5%
Guadalupe	5,555	5,990	435	7.8%	2.7%	0.2%	0.2%
Litchfield Park	4,528	5,093	565	12.5%	4.2%	0.2%	0.1%
Mesa	448,096	459,682	11,586	2.6%	0.9%	4.0%	11.5%
Paradise Valley	13,863	14,444	581	4.2%	1.5%	0.2%	0.4%
Peoria *2	138,109	155,557	17,448	12.6%	4.3%	6.1%	3.9%
Phoenix	1,475,834	1,561,485	85,651	5.8%	2.0%	29.8%	39.2%
Queen Creek *2	15,916	23,329	7,413	46.6%	14.4%	2.6%	0.6%
Salt River *1	6,796	6,879	83	1.2%	0.4%	0.0%	0.2%
Scottsdale	234,752	242,337	7,585	3.2%	1.1%	2.6%	6.1%
Surprise	88,265	108,761	20,496	23.2%	7.6%	7.1%	2.7%
Tempe	165,796	172,641	6,845	4.1%	1.4%	2.4%	4.3%
Tolleson	6,498	6,833	335	5.2%	1.8%	0.1%	0.2%
Wickenburg	6,077	6,442	365	6.0%	2.1%	0.1%	0.2%
Youngtown	6,163	6,522	359	5.8%	2.0%	0.1%	0.2%
Balance of County	226,355	243,624	17,269	7.6%	2.6%	6.0%	6.1%
Total	3,700,516	3,987,942	287,426	7.8%	2.7%	100.0%	100.0%

Note: These figures are preliminary and are subject to change. Totals may not add due to rounding.

These figures are based on an updated control total received from Arizona Department of Commerce on November 18, 2008

*1 Included in "Balance of County" in 2005 Census Survey.

*2 Maricopa County portion only.

Sources: U.S. Bureau of the Census Year 2005 Census Survey, Arizona Department of Commerce, Maricopa Association of Governments

Prepared by the Maricopa Association of Governments, November 2008.

DRAFT

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 25, 2008

SUBJECT:

Proposed 2009 Revisions to MAG Standard Specifications and Details for Public Works Construction

SUMMARY:

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives of several Public Works Departments and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2008 review of proposed revisions to the MAG publication. A summary of cases is shown in Attachment One. A voting summary is shown in Attachment Two.

A summary of these recommendations was also sent to MAG Public Works Directors for review for a period of one month. The complete package sent to the MAG Public Works Directors, including the proposed update packets to the MAG Standard Specifications and Details for Public Works Construction book is also available online for review at the following internet address:

<http://www.mag.maricopa.gov/event.cms?item=9331>. The information was also reviewed by the MAG Management Committee at the November 12, 2008 meeting. No comments have been received from the Public Works Directors or the Management Committee. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2009.

PUBLIC INPUT:

Development of these revisions has been achieved during open meetings of the MAG Specifications and Details Committee and has included input from several professional contractor and utility groups, private companies and private citizens. No public comment was received during the Management Committee November 12, 2008 meeting.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

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

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

formal review by the Regional Council is requested.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: This Item was on the November 12, 2008, agenda for information and discussion.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair
Mark Pentz, Chandler, Vice Chair
* George Hoffman, Apache Junction
David Johnson for Jeanine Guy,
Buckeye
Jon Pearson, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek
Spencer Isom for B.J. Cornwall,
El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
Joseph Manuel, Gila River Indian
Community
George Pettit, Gilbert
Ryan Peters for Ed Beasley, Glendale

Romina Korke for John Fischbach,
Goodyear
* RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
John Little, Scottsdale
Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Jennifer Toth 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.

MAG Specifications and Details Committee. Reviewed and provided recommendations for the cases submitted for consideration throughout 2008.

VOTING MEMBERS

Robert Herz, Maricopa County DOT, Chair
Jim Badowich, Avondale
Steven Borst, P.E., Buckeye
Warren White, P.E., Chandler
Dennis Teller, El Mirage
Kelli Kurtz, Gilbert
Tom Kaczmarowski, P.E., Glendale
Troy Tobiasson, Goodyear

Gordon Haws, Mesa
Jesse Gonzales, Peoria
Jeff Van Skike, P.E., Phoenix (Street Trans.)
Jami Erickson, Phoenix (Water)
Mark Palichuk, Queen Creek
Rodney Ramos, P.E., Scottsdale
Loren Kelly, Surprise
James E. Bond, P.E., Tempe

ADVISORY MEMBERS

John Ashley, ACA
Brian Gallimore, AGC
Jeff Benedict, AGC
Adrian Green, ARPA
James Carusone, ARPA

Paul Nebeker, Independent
Bill Davis, NUCA
William Ast, NUCA
Peter Kandaris, SRP Engineering

CONTACT PERSON:

Gordon Tyus, MAG, (602) 254-6300

Twenty-two cases were considered in 2008, including five cases carried over from 2007. Of these, six cases were later withdrawn, fifteen were approved, and one case was deferred to continue work in 2009. It is anticipated that the annual update package will be available for purchase in early January, 2009.

Please contact Gordon Tyus at (602) 254-6300 or by e-mail at gtus@mag.maricopa.gov if you have questions regarding the Proposed 2009 Revisions to MAG Standard Specifications and Details for Public Works Construction.

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

MARICOPA ASSOCIATION OF GOVERNMENTS
SPECIFICATIONS AND DETAILS COMMITTEE
SUMMARY OF RECOMMENDATIONS FOR 2008 CASES FOR CONSIDERATION

Case	Description	Recommended Action
07-02	Revision/Rewrite of Asphalt Paving and Materials, Section 710 and Section 321	Approval
07-03 A & B	PVC Catch Basins – New Details 535-2, 535-3, 537-2, 539-2, 542-1 through 4 and 543-1 through 5	Withdrawn
07-08	Revision to Section 615 Sewer Line Construction – Clarify tolerances for pipe versus trench bottom	Withdrawn
07-11	Revision to Detail 370, Vertical Realignment of Water Mains	Withdrawn
07-12	Revision to Detail 404-2, Water & Sanitary Sewer Separation/Protection	Withdrawn
08-01	Revision to Section 210 Borrow Excavation	Approval
08-02	New Section 317, Asphalt Milling	Approval
08-03	New Section 325, Asphalt – Rubber Concrete Overlay, Gap Graded	Approval
08-04	New Details 180-1 and 180-2, Portable Water Tank Fill Pipe and Backflow Prevent Details	Withdrawn
08-05	Revisions to Safety Post Detail 140 and add Detail 141	Approval
08-06	Insert new section 618.5 Video Inspection of New Mainline Storm Drains.	Approval

Case	Description	Recommended Action
08-07	Revisions to Section 109 Measurements and Payments	Approval
08-08	Revisions to Section 301 Subgrade Preparation and Section 601.4 Foundation, Bedding, Backfilling and Compaction concerning optimum moisture and percent compaction.	Approval
08-09	Revisions to Section 625.3.1 Modification to Sewer Manhole Construction	Withdrawn
08-10	Detail 200 and Sections 336 and 601 – Trench backfill and pavement Replacement	Carry Forward
08-11	Revisions to Detail 250 DRIVEWAY ENTRANCES and specification Section 340	Approval
08-12	New Section 331, Microsurfacing New Section 714, Microsurfacing Materials	Approval
08-13	Revision to Section 345 Adjusting Frames, Covers, Valve Boxes and Water Meter Boxes	Approval
08-14	Revision to Detail 212 UTILITY POTHOLE REPAIR	Approval
08-15	Revision to Detail 535 CATCH BASIN TYPE 'F' – Grate modification	Approval
08-16	Revision to Detail 552 CONCRETE CUT-OFF WALLS – Revise concrete pavement note	Approval
08-17	Revision to Detail 210 RESIDENTIAL SPEED HUMP – Delete conflicting note.	Approval

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 07-02
Section/Detail: Section 321 and Section 710
Title: Revisions/Rewrite of Asphalt Concrete Pavement and Materials
Sponsor: Arizona Rock Products Association (ARPA)
Advisor: Don Green, Jeff Benedict

DISCUSSION:

In 2007, the Asphalt Paving Technical Committee (APTC) proposed major revisions to Sections 321 and 710 concerning asphalt pavement and related materials. Numerous changes were proposed in terms of section formatting, making the specifications more consistent with national and regional standards, use of design mixes; revisions to aggregate and anti-stripping requirements; more consistent terminology; and modifications to mix design criteria. This case also moves language currently in Section 710 (Materials) to Section 321 where appropriate.

An Asphalt Working Group comprised of agency representatives and technical experts met monthly during 2008 to refine the language in the rewritten specifications, and incorporate feedback and concerns of MAG member agencies, including updating penalty tables, quality control testing and the addition of coring methods.

The full committee also reviewed drafts of the revisions throughout the year. Written comments were provided by Maricopa County and the City of Mesa.

The final approved document addressed comments from member agencies and suggestions made during the Working Group meetings and final review meetings.

RECOMMENDATION:

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

Submittal Date:	February 7, 2007	Vote Summary:	Affirmative:	9
Vote Date:	October 10, 2008		Negative:	3
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 07-03 A and B
Section/Detail: Details 535-2, 535-3, 537-2, 539-2, 542-1 through 4, and 543-1 through 5. Section 601.4.10
Title: A. PVC Catch Basins – Proposed New Details
B. PVC Inlet Structures
Sponsor: National Utility Contractors Association of Arizona (NUCA)
Advisor: Dale Phelan/Bill Davis

DISCUSSION:

Currently MAG includes several details for catch basins constructed from concrete and their matching grates. Catch basins constructed using PVC pipe and other related materials have come into common use in private industry, yet the MAG specifications provide no option for their use. Case 07-03 proposed to add a series of catch basin details constructed from PVC pipe for use in the MAG region. The sponsor provided information and technical specifications on the strength, materials and installation practices for the PVC catch basins and inlets. The case was broken into 07-03A for the Catch Basins and 07-03B for the Inlet Structures.

Throughout 2008, the sponsor updated the proposed details, including additional dimensions, annotations and material requirements. The sponsor also provided isometric assembly views and noted changes needed to Section 601.4.10.

It was suggested by members that the drawings needed more revisions in order be constructed without any reference to a specific manufacturer, in a manner consistent with the existing MAG concrete catch basin details. Additional changes suggested by the committee included providing full dimensions for the base plate and other revisions to notes and details. The committee also had discussions and concerns about the use of PVC catch basins within the public right-of-way. Suggestions included whether their applications should be limited, or the necessity of including them in the MAG specifications without further testing and evaluation by agencies.

Since this case cannot be carried forward another year, there remained concerns about the use of PVC catch basins in the public right-of-way, as well as additional work needed to update the technical requirements of the detail drawings, the sponsor withdrew the case on October 8, 2008.

RECOMMENDATION:

The case was withdrawn by the sponsor on October 8, 2008.

Submittal Date:	February 7, 2007	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken.		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 07-08
Section/Detail: Section 615
Title: Revision to Section 615 Sewer Line Construction – Clarify tolerances for pipe versus trench bottom.
Sponsor: Town of Queen Creek
Advisor: Gerald Wright/Mark Palichuk

DISCUSSION:

Case 07-08 proposed to clarify language for pipe and grade tolerances. Presently, Section 615 gives trench bottom grade tolerances, but does not specify pipe flow line tolerances. With the use of closed circuit T.V. inspection it is possible to make direct measurements inside the pipe. Use of trench grade tolerances could result in pipe flow problems if pipe is set to the same grade ranges.

The proposed addition included a paragraph describing water ponding tolerances inside sewer pipe as measured by video inspection. The committee agreed that there is a need since there is no standard for present field practices using video inspection of pipes. Advisory members explained the necessity for more work on the proposed changes since they do not address equipment calibration or technician qualifications, nor is there uniform agreement on the proposed tolerance limits. There was general agreement that video-based tolerances were also needed for manholes and pipe inverts.

Since the case cannot be carried forward another year, to address these outstanding issues, the sponsor withdrew the case, with the possibility of submitting it as a new case in the future when calibration, technician qualifications and tolerance limits had been studied.

RECOMMENDATION:

The case was withdrawn by the sponsor on July 2, 2008.

Submittal Date:	May 2, 2007	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken.		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 07-11
Section/Detail: Detail 370
Title: Vertical Realignment of Water Mains
Sponsor: City of Peoria
Advisor: Jesse Gonzales

DISCUSSION:

Case 07-11 proposed including an option for realignment of a ductile iron mechanical joint in MAG Detail 370 by adding notes: *One continuous joint of pipe 20' (18' nominal) with bell cut off or equivalent pipe to be used at undercrossing between 45s; and Joints shall be restrained back from 45s per MAG 303-1 and 303-2 or sealed restraint calculations will be required.*

Members commented that additional work was needed to address differences for retrofit projects, to avoid disturbing large areas of existing pavement.

Since the case cannot be carried forward another year, and the sponsor was unable to work on the case for an extended period due to health issues, it was withdrawn on July 2, 2008.

RECOMMENDATION:

The case was withdrawn by the sponsor on July 2, 2008.

Submittal Date:	June 6, 2007	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 07-12
Section/Detail: Detail 404-2
Title: Revision to Water and Sanitary Sewer Separation/Protection
Sponsor: City of Peoria
Advisor: Jesse Gonzales

DISCUSSION:

Case 07-12 proposed adding language to clarify the location of pipe and joint restraints to insure that fittings/couplings do not fail and create cross-contamination between sewer and water line crossing.

It was proposed to revise Detail 404-2: Water and Sanitary Sewer Separation/Protection to more accurately show and note that pipe joints are 20' (18' nominal) apart, and that the pipes are shown properly restrained outside of the restricted zone.

The committee noted that both new and retrofit work still need to be addressed.

Since the case cannot be carried forward another year, and the sponsor was unable to work on the case for an extended period due to health issues, it was withdrawn on July 2, 2008.

RECOMMENDATION:

The case was withdrawn by the sponsor on July 2, 2008.

Submittal Date:	June 6, 2007	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-01
Section/Detail: Section 210
Title: Borrow Excavation
Sponsor: Maricopa County
Advisor: Bob Herz

DISCUSSION:

The purpose of the case was to define acceptance criteria for borrow material with an updated formula used by MCDOT. The first paragraphs of Section 210.2 would now read:

210.2 IMPORTED BORROW:

Imported borrow shall consist of material required for construction and unless otherwise designated in the special provisions, the Contractor shall make arrangements for obtaining imported borrow and shall pay all costs involved. When designated sources for imported borrow are indicated on the plans or in the special provisions, the material shall be assumed approved by the Engineer.

Borrow material for fill within the roadway prism shall meet the following requirements:

The Plasticity Index (PI) (AASHTO T90) and the percent passing the number 200 sieve (Minus 200) (ASTM C136) when used in the equation below, shall give a value of X that does not exceed 62.

$$X = (\text{Minus } 200) + 2.83 (\text{PI})$$

When the percentage of the Minus 200 material is greater than 30, the PI for the soil shall be at least 5 and at the same time in compliance with the X value requirement.

RECOMMENDATION:

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

Submittal Date:	January 1, 2008	Vote Summary:	Affirmative:	11
Vote Date:	June 5, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-02
Section/Detail: Section 317
Title: Asphalt Milling
Sponsor: Maricopa County
Advisor: Bob Herz

DISCUSSION:

The purpose of this case was to incorporate specifications from MCDOT's supplement into the MAG specifications as requested by the MAG Specifications & Details Supplements Working Group.

The case adds Section 317 Asphalt Milling to the MAG Specifications book.

The committee provided suggestions that included equipment type, dust control compliance, milling operation requirements, clean up and debris removal, and construction time frames. Other comments included how to deal with delamination, repair methods and making the specification performance-based.

Questions were raised about how contractors are to locate below grade milling hazards and how to prevent tearing and breakout of underlying or adjacent materials. Written comments were provided by Salt River Project.

In response to committee comments, noting that the milling machine shall have electronic grade controls was added. Also revisions were made to clarify the contractor's duties in notifying the engineer when the existing pavement thickness is found to be less than anticipated, and when breaking or delamination of underlying material occurs.

RECOMMENDATION:

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

Submittal Date:	January 1, 2008	Vote Summary:	Affirmative:	11
Vote Date:	May 8, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-03
Section/Detail: Section 325
Title: Asphalt – Rubber Concrete Overlay, Gap Graded
Sponsor: Maricopa County
Advisor: Bob Herz

DISCUSSION:

The purpose of this case was to incorporate specifications from MCDOT's supplement into the MAG specifications as requested by the MAG Specifications & Details Supplements Working Group.

The case adds Section 325, Asphalt – Rubber Concrete Overlay, Gap Graded to the MAG Specifications book.

This new section provides material and construction requirements for asphalt-rubber concrete used as an asphalt pavement overlay.

Written comments were provided by the Associated General Contractors of Arizona including a comparative table of asphalt-rubber pavement mix design requirements from ADOT, MCDOT, and the cities of Glendale, Mesa and Phoenix. The committee provided additional comments including eliminating the 2-inch overlay mix.

Maricopa County incorporated comments from the committee in the final version which was approved on September 3, 2008.

RECOMMENDATION:

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

Submittal Date:	January 1, 2008	Vote Summary:	Affirmative:	12
Vote Date:	September 3, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-04
Section/Detail: Details 180-1 and 180-2
Title: Portable Water Tank Fill Pipe and Backflow Prevention Details
Sponsor: Chandler
Advisor: David Fern/Warren White

DISCUSSION:

The purpose of this case was to add new details as requested by the MAG Specifications & Details Supplements Working Group to reduce the number of agency supplements to MAG standards. Similar details are currently part of the supplements for the cities of Chandler, Goodyear, Mesa and Scottsdale to show approved methods for filling portable water tanks and trucks.

Discussions included whether these methods should be included in the MAG standards since they are not construction or material requirements. It was also noted that the details need to state that the methods referenced apply only to potable water sources. Some members stressed the need to reduce agency supplements.

Questions were raised as to whether these details should be used in agency supplements since they are already covered by Arizona Administrative Code. A number of members explained that these types of details are needed by their agencies, and that a single reference code would provide the best approach. After further discussion, members recommended that agencies should not include these details within their supplements, but have their water departments provided them to contractors when supplying hydrant meters.

Since the consensus of the members was not to include these details as MAG standards, the case was withdrawn by the sponsor.

RECOMMENDATION:

The case was withdrawn by the sponsor on June 6, 2008.

Submittal Date:	January 1, 2008	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken.		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-05
Section/Detail: Detail 140, New Detail 141
Title: Revisions to Safety Post Details
Sponsor: Chandler
Advisor: David Fern/Warren White

DISCUSSION:

The purpose of this case was to consolidate safety post details as requested by the MAG Specifications & Details Supplements Working Group to reduce the number of agency supplements to MAG standards. The sponsor provided a revised Detail 140 to incorporate differences in the details used in Chandler and Mesa supplements and to incorporate a hazard marker.

It was suggested that rather than to include both drawings on Detail 140, to add Detail 141 Hazard Marker, and rename Detail 140 with a more accurate description of Bollards. Other members provided feedback including making the post heights more uniform, and excluding marker placement requirements since use and application are usually agency and job specific.

Additional details were added for removable bollards, and different methods of mounting hazard markers.

Notes were updated regarding the type of reflective materials used on the markers, and the function of the through drill hole on removable bollards to assist in lifting.

Comments were incorporated in the final details 140 and 141.

RECOMMENDATION:

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

Submittal Date:	January 1, 2008	Vote Summary:	Affirmative:	12
Vote Date:	August 6, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-06
Section/Detail: New Section 618.5
Title: Video Inspection of New Mainline Storm Drains
Sponsor: Phoenix
Advisor: Jeff Van Skike

DISCUSSION:

To incorporate a City of Phoenix supplement it was proposed to add new Section 618.5, which will require a video inspection of the mainline pipe before final paving is allowed. Discussion included not restricting the video inspection to HDPE storm drains, and changes in the language to clarify where video inspection is needed.

The new section was approved as the following text:

618.5 VIDEO INSPECTION OF NEW MAINLINE STORM DRAINS:

The Contractor shall provide the Engineer with an annotated video inspection record (either VHS or DVD format) of the new mainline storm drain pipeline. The video shall clearly show all joints, seals, connecting pipes, and manholes. This video shall be provided to the Engineer, and reviewed and approved by the Engineer prior to the Contractor being allowed to place the final pavement over the storm drain line. No separate payment will be made for this inspection; the cost of the video inspection shall be included in the cost of the pipe.

RECOMMENDATION:

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

Submittal Date:	February 2, 2008	Vote Summary:	Affirmative:	12
Vote Date:	September 3, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-07
Section/Detail: Section 109
Title: Revisions to Section 109 Measurements and Payments
Sponsor: Mesa
Advisor: Gordon Haws

DISCUSSION:

To incorporate a City of Mesa supplement, it was proposed to make revisions to Section 109 that would better define compensation with change orders.

Maricopa County provided written comments and changes that would incorporate their supplement into Section 109 as well.

Discussion included removing references to the term bid, since some contracts are not bid.

The final approved version included revisions/additions to Subsections 109.1, 109.2, and 109.4, and added a new subsection:

109.10 PAYMENT FOR MOBILIZATION/DEMOBILIZATION

RECOMMENDATION:

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

Submittal Date:	February 2, 2008	Vote Summary:	Affirmative:	12
Vote Date:	September 3, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-08
Section/Detail: Section 301 and Section 601.4
Title: Revisions to Section 301 Subgrade Preparation and Section 601.4 Foundation, Bedding, Backfilling and Compaction concerning optimum moisture and percent compaction.
Sponsor: Mesa
Advisor: Gordon Haws

DISCUSSION:

To eliminate a City of Mesa supplement, it was proposed to make revisions to Sections 301.3 and 601.4 to modify subgrade compaction requirements and to include tolerances for optimum moisture.

Discussion included concerns that the optimum moisture range may not be adequate for difficult soils, and it was suggested to broaden the optimum moisture content tolerance to include a wider variety of soils types as a default value.

The SRP representative suggested wording for compaction under various conditions. It was also recommended that the term "Other traffic ways" in Section 301.3(B) be better defined.

Maricopa County submitted additional revisions that incorporated their supplements to Sections 301, and also noted that a reference to a detail drawing should be specified as MAG Detail 190.

The final approved version included revisions/additions to Subsections 302.2, 302.3, 302.7, 302.8 and 601.4.

RECOMMENDATION:

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

Submittal Date:	February 2, 2008	Vote Summary:	Affirmative:	11
Vote Date:	September 3, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-09
Section/Detail: Section 625.3.1
Title: Modification to Sewer Manhole Construction
Sponsor: Mesa
Advisor: Gordon Haws

DISCUSSION:

The purpose of this case was to incorporate the City of Mesa supplement to Section 625.3.1 as requested by the MAG Specifications & Details Supplements Working Group. The sponsor provided the following proposed revisions to Subsection 625.3.1:

Add the following additional verbiage before the paragraph that starts with “Frame and Cover...”

- All manholes shall have a minimum of 6-inches and a maximum of 16-inches of approved adjusting rings.
- All joints between shaft sections, cones and adjusting rings shall be sealed with “RAM-NEK” flexible gasket, mortar, or approved equal.
- When a manhole is called out in the plans or in the specifications to be lined with a PVC line, all exposed concrete surfaces including the shelf and opening shall be lined.
- When manholes are placed within asphalt paved areas, the rings and covers shall be installed per MAG Standard Detail 422.

Discussion included members noting that the proposed minimum and maximum manhole adjustments may be in conflict with existing MAG Detail 420.

Upon further review of the present MAG requirements, the sponsor determined that the changes proposed were already adequately addressed in the MAG Specifications and Details, so the case was withdrawn.

RECOMMENDATION:

The case was withdrawn by the sponsor on April 2, 2008.

Submittal Date:	February 2, 2008	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken.		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-10
Section/Detail: Detail 200 and Sections 336 and 601
Title: Trench Backfill and Pavement Replacement
Sponsor: Salt River Project
Advisor: Peter Kandararis

DISCUSSION:

The purpose of this case was to make revisions necessary to eliminate numerous agency trench backfill and pavement replacement supplemental details by combining the most common practices. The sponsor provided an updated Detail 200 and proposed revisions to Sections 336 and 601 to incorporate the most common agency supplements and exceptions. The sponsor also provided member agency representatives a summary of what would need to change in their agency supplements if the revisions to the MAG Specifications and Details were adopted.

Committee members requested that revised Detail 200 include a default option of 1-sack cement CSLM, and also discussed the use of ½-sack cement versus 1-sack cement for controlled low strength material backfill.

Members also reviewed changes proposed for “T-Top” pavement repairs and noted that trench foundation requirements should be in accordance with Section 601.

Additional written comments were provided by Tempe and Maricopa County.

Due to the large number of changes and high number of agency supplements the case effects, it is recommended that this case be carried over to 2009.

RECOMMENDATION:

The MAG Standard Specifications and Details Committee recommends carrying forward this case for further discussion in 2009.

Submittal Date:	February 2, 2008	Vote Summary:	Affirmative:	0
Vote Date:	No vote taken.		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-11
Section/Detail: Details 250-1, 250-2, Section 340
Title: Revisions to Detail 250 DRIVEWAY ENTRANCES and Specification Section 340
Sponsor: Maricopa County
Advisor: Bob Herz

DISCUSSION:

The purpose of Case 08-11 was to revise MAG Driveway Entrance details to obtain ADA compliant sidewalk installations and reduce supplemental details. Revisions included creating separate installation details for driveways when the sidewalk is detached, and when attached to the back of the curb.

MAG Detail 250 is replaced with Detail 250-1 Driveway Entrance with Detached Sidewalk, and Detail 250-2 Driveway Entrance with Sidewalk attached to Curb. Also revisions were made to Section 340 in the Description, Materials, and Construction Methods subsections including revisions to notes about detectable warnings and expansion joint placement.

Discussion by the committee included squaring driveway wing areas and redrawing Section A-A to have the gutter and drive thicknesses match. There were also comments on the class of concrete and thickness used for commercial driveways.

Other discussion included showing a minimum 3-foot sidewalk width dimension behind the driveways ramps in the plan view of Detail 250-2 and the potential need for additional right-of-way to accommodate the change.

Committee feedback was included in the final revised case and new detail drawings.

RECOMMENDATION:

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

Submittal Date:	May 5, 2008	Vote Summary:	Affirmative:	12
Vote Date:	August 6, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-12
Section/Detail: New Sections 331 and 714
Title: Microsurfacing and Microsurfacing Materials
Sponsor: Phoenix
Advisor: Jeff Van Skike

DISCUSSION:

New Sections 331 Microsurfacing and 714 Microsurfacing Materials were proposed by the City of Phoenix to incorporate their supplement into the MAG Specifications, which provides options for pavement microsurfacing materials.

As the City of Phoenix specifications group reviewed their supplements to MAG, revisions to Sections 331 and 714 were presented to the MAG committee.

Maricopa County provided written comments recommending adding test methods to the specification table in Section 331, including performance requirements in Section 331, and modifying the language in the aggregate requirements of Section 714. It was also suggested to reformat the document using the standard MAG format and numbering system.

The sponsor made revisions to the case based on the comments provided.

RECOMMENDATION:

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

Submittal Date:	May 5, 2008	Vote Summary:	Affirmative:	12
Vote Date:	October 8, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-13
Section/Detail: Section 345
Title: Revision to Section 345 Adjusting Frames, Covers, Valve Boxes and Water Meter Boxes
Sponsor: Phoenix
Advisor: Jeff Van Skike

DISCUSSION:

The purpose of the case is to make revisions to Section 345 to require contractors be responsible for locating utilities during surface improvement projects to ensure adjustments are performed.

Maricopa County recommended changing the wording in the first sentence as follows “The contractor ~~responsible for the surface improvement, i.e., concrete and/or asphalt paving,~~ shall also be responsible for the careful identification and location of all utility devices requiring ~~future~~ adjustment within the new pavement section, including manholes, water valves, sewer clean-outs, vaults, etc.”

Discussion followed pertaining to problems encountered with utility identification and marking for developer/permit work when various contractors are working independently for developers. The members discussed other items including clarifying or defining the term “surface improvement” and broadening the wording for described locating devices to include allow any appropriate method.

The sponsor updated the case based on the comments received. Additional minor language changes as discussed and suggested by members were also made for the final revision that was approved by the committee.

RECOMMENDATION:

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

Submittal Date:	March 5, 2008	Vote Summary:	Affirmative:	11
Vote Date:	July 2, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-14
Section/Detail: Detail 212
Title: Revision to Detail 212 UTILITY POTHOLE REPAIR
Sponsor: Phoenix
Advisor: Jeff Van Skike

DISCUSSION:

The purpose of the case was to revise MAG Detail 212 to allow multiple backfill and asphalt concrete materials for repair of utility potholes.

At present only ½-sack cement CLSM backfill and 12.5 mm asphalt concrete are allowed for repairs, with asphalt concrete placed within 4 hours of CLSM backfill. The proposed change allows agencies more flexibility to insure that more backfill and asphalt concrete products are available and eliminates the time restriction.

The sponsor modified Detail 212 to note ½-sack controlled low-strength material *or other agency approved material* could be used as pothole backfill, and removed the time restriction.

Additional revisions included a note to insure that “Edges shall be cut to a neat vertical face” and a note to tack edges when making the repair.

RECOMMENDATION:

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

Submittal Date:	April 2, 2008	Vote Summary:	Affirmative:	12
Vote Date:	August 6, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-15
Section/Detail: Detail 535
Title: Revision to Detail 535 CATCH BASIN TYPE 'F' – Grate modification
Sponsor: Maricopa County
Advisor: Bob Herz

DISCUSSION:

As part of the review of Case 07-03, a committee representative discovered that end bars on catch basin grates are being centered on grate bars, resulting in an unnecessarily wide space between frames and grates at the pavement surface.

The purpose was to reduce the maximum potential gap between the grate and frame to prevent the entrapment of bicycle tires.

To correct this, it was proposed that the end bars be made flush with the top of grates. Revisions to Detail 535 Catch Basin Type 'F' was to adjust the size and location of the grate end bars and revise the end bar note to read:

(2) 2 ½" x ¼" x 3'-4 ½" END BAR FLUSH WITH TOP SURFACE OF GRATE

Other updates to the detail included clarifying some dimension and welding symbol annotations.

RECOMMENDATION:

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

Submittal Date:	June 4, 2008	Vote Summary:	Affirmative:	10
Vote Date:	July 2, 2008		Negative:	1
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-16
Section/Detail: Detail 552
Title: Revisions to Concrete Cut-Off Wall Detail 552
Sponsor: Maricopa County
Advisor: Bob Herz

DISCUSSION:

The purpose of this case was to clarify requirements for concrete surfaced ford crossings. The concrete surfaced ford requirements shown in Detail 552 conflict with requirements of Section 324 Portland Cement Concrete Street Pavement. Detail 552 requires Class A Concrete, the third paragraph of Section 324.5 PROTECTION OF PAVEMENT states. "No traffic or Contractor's equipment, except as hereinafter provided, will be permitted on the pavement until the concrete has developed a compressive strength of 3500 psi." The 28-day strength required of Class A concrete is 3000 psi. Maricopa County uses concrete ford crossings as a hard non-erodible surface for local roads, the requirements of Section 324 are not needed with Detail 552.

The suggested revision was:

Revise the concrete surfacing note in the typical section titled CONCRETE SURFACE FORD CONCRETE WALLS as follows:
8" CLASS 'A' CONCRETE PER SECTIONS 505 AND 725, SECTION 324 DOES NOT APPLY.

The committee gave no objections to the proposed change.

RECOMMENDATION:

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

Submittal Date:	June 4, 2008	Vote Summary:	Affirmative:	11
Vote Date:	August 5, 2008		Negative:	0
			Abstention:	0

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

October 9, 2008

GENERAL INFORMATION:

Case Number: 08-17
Section/Detail: Detail 210
Title: Revision to Detail 210 RESIDENTIAL SPEED HUMP – Delete conflicting note.
Sponsor: Maricopa County
Advisor: Bob Herz

DISCUSSION:

PURPOSE: Clarify requirements for maximum height of speed hump. Notes 1 and 2 indicate a maximum height of 3.25” while a note under Section A-A indicates a maximum height of 3”.

REVISION: Delete the note located under Section A-A

After discussion, members were in general agreement that the detail only required one set of tolerances. There was some discussion about raising the maximum height to 3.5 inches, and on the ability to accurately measure the dimensions of the hump slope as noted in Section A-A.

Other revisions included changing note 2 to read:
HUMPS CONSTRUCTED OVER 3.25” OR LESS THAN 3.00” SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR’S EXPENSE.

Also the width dimension in note 7B was corrected from 18” to 24”, and a symmetrical centerline annotation was added to clarify the dimensioning on Section A-A.

RECOMMENDATION:

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

Submittal Date:	June 4, 2008	Vote Summary:	Affirmative:	11
Vote Date:	August 6, 2008		Negative:	0
			Abstention:	0

MAG Specification & Detail Committee VOTING SUMMARY for 2008

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	El Mirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Queen Creek	Scottsdale	Surprise	Tempe	Voting Summary Y-N-A-NP
07-02	Revision/ Re-Write Section 321 and Section 710	10/8/2008	Y	—	Y	Y	—	Y	Y	Y	N	Y	Y	N	N	—	Y	9-3-0-3
07-03 A	CASE WITHDRAWN																	
07-03 B	CASE WITHDRAWN																	
07-08	CASE WITHDRAWN																	
07-11	CASE WITHDRAWN																	
07-12	CASE WITHDRAWN																	
08-01	Revision to Section 210 Borrow Excavation	7/02/2008	Y	—	—	Y	—	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	11-0-0-4
08-02	New Section 317, Asphalt Milling	7/02/2008	Y	—	—	Y	—	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	11-0-0-4
08-03	New Section 325, Asphalt – Rubber Concrete Overlay, Gap Graded	9/03/2008	Y	Y	Y	—	—	—	Y	Y	Y	Y	Y	Y	Y	Y	Y	12-0-0-3
08-04	CASE WITHDRAWN																	
08-05	*Revisions to Safety Post Detail 140	8/06/2008	Y	Y	Y	—	—	Y	Y	Y	Y	Y	Y	Y	Y	—	Y	12-0-0-3
08-06	*Insert new section 618.5 Video Inspection of New Mainline Storm Drains.	9/03/2008	Y	Y	Y	—	—	—	Y	Y	Y	Y	Y	Y	Y	Y	Y	12-0-0-3
08-07	Revisions to Section 109 Measurements and Payments	9/03/2008	Y	Y	Y	—	—	—	Y	Y	Y	Y	Y	Y	Y	Y	Y	12-0-0-3

Voting Abbreviations: Y: Yes N: No A: Abstain — : Not Present (NP)

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*: Indicates changes made to proposal prior to vot

Case No.	Title – Section/Detail	Vote Date	Avondale	Buckeye	Chandler	El Mirage	Gilbert	Glendale	Goodyear	Maricopa County	Mesa	Peoria	Phoenix	Queen Creek	Scottsdale	Surprise	Tempe	Voting Summary Y-N-A-NP
08-08	*Revisions to Section 301 Subgrade Preparation and Section 601.4 Foundation, Bedding, Backfilling and Compaction concerning optimum moisture and percent compaction.	9/03/2008	Y	Y	Y	—	—	—	Y	Y	Y	Y	Y	—	Y	Y	Y	11-0-0-4
08-09	CASE WITHDRAWN																	
08-10	Detail 200 and Sections 336 and 601 – Trench backfill and pavement Replacement		C	A	R	R	Y		O	V	E	R		2	0	0	9	
08-11	Revisions to Detail 250 DRIVEWAY ENTRANCES and specification Section 340	9/03/2008	Y	Y	Y	—	—	—	Y	Y	Y	Y	Y	Y	Y	Y	Y	12-0-0-3
08-12	New Section 331, Microsurfacing Specifications New Section 714, Microsurfacing Materials	10/8/2008	Y	—	Y	Y	—	Y	Y	Y	A	Y	Y	Y	Y	—	Y	11-0-1-3
08-13	*Revision to Section 345 Adjusting Frames, Covers, Valve Boxes and Water Meter Boxes	7/02/2008	Y	—	—	Y	—	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	11-0-0-4
08-14	*Revision to Detail 212 UTILITY POTHOLE REPAIR	8/06/2008	Y	Y	Y	—	—	Y	Y	Y	Y	Y	Y	Y	Y	—	Y	12-0-0-3
08-15	Revision to Detail 535 CATCH BASIN TYPE ‘F’ – Grate modification	7/02/2008	Y	—	—	Y	—	Y	N	Y	Y	Y	Y	Y	—	Y	Y	10-1-0-4
08-16	Revision to Detail 552 CONCRETE CUT-OFF WALLS – Revise concrete pavement note	8/06/2008	Y	—	Y	—	—	Y	Y	Y	Y	Y	Y	Y	Y	—	Y	11-0-0-4
08-17	Revision to Detail 210 RESIDENTIAL SPEED HUMP – Delete conflicting note.	8/06/2008	Y	—	Y	—	—	Y	Y	Y	Y	A	Y	Y	Y	—	Y	10-0-1-4

Voting Abbreviations: Y: Yes N: No A: Abstain — : Not Present (NP)

*: Indicates changes made to proposal prior to vol

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 25, 2008

SUBJECT:

Outdoor Light Pollution

SUMMARY:

Members of Arizona's astronomy community approached MAG about issues related to outdoor light pollution in Maricopa County. A presentation on Outdoor Light Pollution Standards was given to the MAG Planners Stakeholders Group in August. It was reported that outdoor light pollution creates a significant waste of electricity and money, and degrades the visibility of our night skies. Arizona is home to world-class observatories with an estimated \$250 million annual benefit to the state's economy. The national astronomy community would like the counties, municipalities and Tribal Nations to consider revisiting the adequacy and enforcement of their respective lighting ordinances in an effort to reduce light pollution associated with population growth. Such action is also the recommendation of the Arizona Arts, Sciences, and Technology Academy (AASTA) in their current report on the economic impact of astronomy in Arizona. The goal is to provide quality lighting to improve visibility, save energy, and protect dark skies.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: Implementing measures to reduce outdoor light pollution is an energy conservation measure with related energy cost savings. These measures also improve visibility (e.g. eliminate glare), and improve our environment (night sky, community ambience, ecosystems).

CONS: Up front costs may be incurred if poor outdoor lighting is replaced before the end of the system lifetime, but reduced electricity costs provide a mitigating effect to offset these costs. There may also be additional costs to enforce outdoor lighting requirements, although most jurisdictions incorporate compliance in the permit application process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Agencies that do not currently have an outdoor lighting code may want to create such a code to ensure appropriate lighting levels that support way-finding and crime prevention, assist people with visual impairments, allow flexibility in architectural design, minimize undesirable light and glare into adjoining properties and minimize light pollution into the nighttime sky.

POLICY: An outdoor lighting code can be considered a component of a community's sustainability plan. Template codes exist that were developed using the expertise of the relevant professionals and the experiences of our communities in Arizona.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

Heidi Pahl, MAG (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 25, 2008

SUBJECT:

Implementation of GovDelivery for Electronic Communication

SUMMARY:

MAG is expanding the options for electronic communication through the implementation of the GovDelivery service. This service provides free subscriptions to key areas of the MAG Web site and incorporate the electronic notice of minutes and agendas currently provided by an internal system. This service is free to everyone and will make it easier for member agencies and the public to stay informed of MAG meetings, events and projects. Subscribers will have control over what information they receive and how often that information arrives. For example, subscribers can opt to receive a single daily e-mail that summarizes new information from MAG. Time sensitive information will still go out immediately. Subscribers can also contact MAG to request Green Delivery only. By opting out of paper mailings, subscribers can reduce paper waste and mailing costs. This service became effective November 1, 2008, with a welcome e-mail notifying subscribers of the change in service. Members and the public are encouraged to notify MAG staff if they wish to discontinue paper mailings. Members of the Regional Council will be requested to indicate preferences regarding the delivery of electronic and hard copy mailings.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: GovDelivery will reduce the environmental impact of MAG mailings and give subscribers more control over the information they receive from MAG. Additionally, MAG will spend less staff time maintaining extended lists and processing paper mailings. Finally, the system will facilitate public involvement in the MAG process by making it easier to stay informed of meetings and events.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: GovDelivery is an annual service and requires minimal administration by and training of MAG staff.

POLICY: None.

ACTION NEEDED:

Information, discussion and input on mail delivery preferences.

PRIOR COMMITTEE ACTIONS:

This item was on the November 16, 2008 MAG Executive Committee meeting for information, discussion and input on mail delivery preferences.

This item was on the November 12, 2008 MAG Management Committee meeting for information, discussion and input on mail delivery preferences.

CONTACT PERSON:

Audrey Skidmore, MAG, (602) 254-6300