

March 24, 2009

TO: Members of the MAG Regional Council

FROM: Councilwoman Peggy Neely, Phoenix, Chair

SUBJECT: **REVISED** - MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.

Wednesday, March 25, 2009

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
REVISED TENTATIVE AGENDA
March 25, 2009**

	<u>COUNCIL ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Pledge of Allegiance</u>	
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Regional Council on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4. <u>Executive Director's Report</u> The MAG Executive Director will provide a report to the Regional Council on activities of general interest.	4. Information and discussion.
5. <u>Approval of Consent Agenda</u> Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).	5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. <u>Approval of the February 25, 2009, Meeting Minutes</u>	5A. Review and approval of the February 25, 2009, meeting minutes.
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TRANSPORTATION ITEMS

*5B. Amendment of the FY 2009 MAG Unified Planning Work Program and Annual Budget to Accept FY 2009 Federal Highway Administration Planning Funding

Each year, MAG prepares a Unified Planning Work Program and Annual Budget that lists anticipated revenues for the coming year. On February 10, 2009, MAG was notified by the Arizona Department of Transportation that MAG received an additional amount of \$134,537.35 of FY 2009 Federal Highway Administration Planning (PL) funding. An amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget is needed to include this additional amount. On March 11, 2009, the Management Committee recommended amending the Work Program. Please refer to the enclosed material.

*5C. Consultant Selection for the MAG Activity-Based Travel Forecasting Model Development (Phase I)

In May 2008, the MAG Regional Council approved the FY 2009 Unified Planning Work Program and Annual Budget, which included \$270,000 to conduct a first phase of the development of activity-based travel forecasting model (ABM) as a part of the ongoing contracts for on-call consulting services for transportation modeling. The project will ensure that current and future travel forecasting needs are addressed in a timely manner and will allow MAG to implement a new generation of the travel forecasting models that is required by emerging planning needs in the region. On December 18, 2008, MAG issued a Request for Proposals to conduct the study to the consultants pre-qualified through the on-call support contractual process. In response, three proposals were received. A multi-agency review team recommended to MAG the selection of PB Americas, Inc. to conduct the development. In addition, the team recommended that if negotiations with PB Americas, Inc. on the task order are not successful, that MAG pursue negotiations with its second choice, Cambridge Systematics, Inc. The Management Committee

5B. Amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to accept \$134,537.35 of FY 2009 Federal Highway Administration Planning Funding.

5C. Select PB Americas, Inc. to conduct the MAG Development of Activity-based Travel Forecasting Model (ABM) - Phase I for an amount not to exceed \$270,000. If negotiations with PB Americas, Inc. are not successful, that MAG negotiate with its second choice, Cambridge Systematics, Inc., to conduct the project.

concurred with the recommendation. Please refer to the enclosed material.

AIR QUALITY ITEMS

*5E. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed administrative modification involves several Arizona Department of Transportation projects as part of the American Recovery and Reinvestment Act, including projects on Interstate-10, Interstate-17, and US 60. In addition, the amendment and administrative modification includes City of Phoenix Public Transit projects, Arizona Avenue Bus Rapid Transit, Country Club Drive and US 60 Park-and-Ride, East Valley Operations and Maintenance Facility Expansion and Upgrade, and Goodyear Park-and-Ride. 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.

5E. Consultation.

GENERAL ITEMS

*5F. 2009 MAG Human Services Coordination Transportation Plan Update

The federal Safe and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317). MAG has developed this coordination plan each year in compliance with this requirement since 2007. The MAG Regional Council approved

5F. Approval of the 2009 MAG Human Services Coordination Transportation Plan Update.

the 2008 Plan in January 2008. The 2009 MAG Human Services Coordination Transportation Plan Update was recommended for approval by the MAG Human Services Technical Committee and the MAG Management Committee. Please refer to the enclosed material.

*5G. Amendment of the FY 2009 MAG Unified Planning Work Program and Annual Budget to Include Funding to Participate in a Brookings Intermountain Study and to Include Funding to Have Arizona State University North American Center for Transborder Studies Provide Research Regarding the Global Competitiveness of Arizona and the Sun Corridor

The Brookings Metropolitan Policy Program is proposing a partnership with leading Intermountain West institutions and leaders to work out specific collaborative steps among the five "Mountain Megas" (and their states) to advance prosperity in their region through the achievement of specific, catalyzing federal policy reforms. Brookings is seeking approximately \$20,000 from the Mountain Mega states to convene working groups and conduct the research. MAG is estimating that 74.51 percent would be needed (\$14,902) if MAG, the Pima Association of Governments and the Central Arizona Association of Governments participated. If this participation did not occur, up to \$20,000 from MAG would be needed.

For the Sun Corridor area, the Arizona State University North American Center for Transborder Studies has proposed to describe the global and North America forces that impact MAG and vice versa. This paper would be the first iteration to conduct the planning analysis necessary to develop Maricopa County, the Sun Corridor and then the Intermountain West as more than just infrastructure and transportation, but as a job creation and economic "cluster." Staff, consulting and associated expense are estimated to be \$12,000. MAG is estimating that 74.51 percent would be needed (\$8,942) if MAG, the Pima Association of Governments and the Central Arizona Association of Governments participated.

5G. Amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include up to \$20,000 of MAG federal funds if needed to participate with the Brookings Metropolitan Policy Program on an Intermountain partnership and to amend the Work Program to include up to \$12,000 of MAG federal funds if needed to have the Arizona State University Center for Transborder Studies to conduct a study to describe the global and North America forces that impact the MAG region and the Sun Corridor.

If this participation did not occur, up to \$12,000 from MAG would be needed. On March 11, 2009, the Management Committee recommended the Work Program be amended. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6A. ADOT Portion of the American Recovery and Reinvestment Act Funds

On February 18, 2009, staff reported to the Transportation Policy Committee that MAG expected to receive approximately \$99 to \$188 million of the Arizona Department of Transportation (ADOT) portion of the American Recovery and Reinvestment Act (ARRA) funds. Staff noted that the State Transportation Board would be considering the MAG allocation at its meeting on February 20, 2009. The State Transportation Board allocated \$129.4 million to the MAG region. On February 25, 2009, the Regional Council approved a ranked list of projects cooperatively developed with ADOT for the ADOT portion of the ARRA funds totaling approximately \$194 million. The Regional Council also approved having the Chair of the Regional Council send a letter to the State Transportation Board forwarding the projects and also to send a letter to the Senate and House leadership requesting assistance in MAG receiving an equitable share of the ADOT portion of the ARRA funds. On March 3, 2009, the State Transportation Board heard testimony regarding the allocation of the ADOT portion of the ARRA funds. Following the testimony, the Board went into executive session and upon returning announced they had reaffirmed their decision made on February 20, 2009, to provide the MAG region 37 percent of the funds. It was noted that this was a unanimous decision. The Board then considered projects for the ADOT portion of the ARRA funds. This item was on the March 2009 agendas of the MAG Management Committee and Transportation Policy Committee. Please refer to the enclosed material.

6A. Information and discussion.

6B. MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds Project and Allocation Scenarios

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates 30 percent of the funding (\$156.57 million) to local jurisdictions. The Arizona Department of Transportation has notified MAG that the amount being sub-allocated to MAG is \$104.6 million. Metropolitan Planning Organizations have one year to obligate the funds. The Transportation Policy Committee met on February 18, 2009, and requested a set of scenarios to fund projects for the MAG sub-allocated portion of the ARRA funds. These scenarios were presented and discussed at the MAG Transportation Review Committee and MAG Management Committee. The Management Committee recommended approval of Scenario #1, Option A, with a Minimum Agency Allocation of \$500,000 plus population dated March 10, 2009, for the distribution of the MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds in accordance with the following: 1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects. 2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and/or Regional Transportation Plan as appropriate. 3. Have MAG conduct the air quality consultation/conformity if necessary. 4. Establish a deadline of November 30, 2009, for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds. On March 18, 2009, the Transportation Policy Approval of Scenario #1, Option A, with a Minimum Agency Allocation of \$500,000 plus population dated March 17, 2009, for the distribution of the MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds in accordance with the following:

- 6B. Approval of Scenario #1, Option A, with a Minimum Agency Allocation of \$500,000 plus population dated March 17, 2009, for the distribution of the MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds in accordance with the following: 1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects. 2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan as appropriate. 3. Have MAG conduct the air quality consultation/conformity if necessary. 4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects.
2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan as appropriate.
3. Have MAG conduct the air quality consultation/conformity if necessary.
4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds. Minor technical corrections have been made as a result of new information received from Federal Highway Administration regarding obligation deadlines. Please refer to the enclosed material.

6C. MAG Regional Portion of the American Recovery and Reinvestment Act -Transit

The American Recovery and Reinvestment Act (ARRA) regional portion for transit is in the range of \$65 million to \$75 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days. The Regional Public Transportation Authority (RPTA) Board met on February 19, 2009, and recommended project selection criteria. RPTA, MAG, and member agencies are working collaboratively in this analysis. This item was presented at the March 11, 2009, meeting of the MAG Management Committee, and at the Transportation Policy Committee on March 18, 2009, for information and discussion. The RPTA Board met on March 19, 2009, and took action regarding projects and amounts, as noted in the attached letter dated March 19, 2009. Please refer to the enclosed material.

6C. Information, discussion, and possible action to approve a list of Transit projects for the Transit portion of the American Recovery and Reinvestment Act funds of 2009, contingent upon the projects receiving the necessary administrative adjustments and amendments to the MAG FY 2008-2012 Transportation Improvement Program and air quality conformity and consultation.

6D. Project Changes – Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program for Funding from the American Recovery and Reinvestment Act of 2009

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA). The components of the bill and policy implications are discussed in a separate agenda item. In response to the expedited time frames for transportation projects in the Act, and administratively modifying the FY 2008-2012 Transportation Improvement Program (TIP) and, as appropriate, the Regional Transportation Plan (RTP) 2007 Update, may be necessary to move projects forward. The FY 2008-2012 TIP and RTP 2007 Update were originally approved by the MAG Regional Council on July 25, 2007. On February 25, 2009, the MAG Regional Council voted to approve a cooperatively developed list of MAG Region Highway - ADOT/State projects in priority order for the ADOT portion of the ARRA funds of 2009 and that the projects be forwarded to ADOT contingent upon projects finally selected receiving the necessary administrative adjustments and amendments to the MAG TIP and air quality conformity and consultation. The Arizona State Transportation Board met on March 3, 2009, to discuss highway projects for the use of funds allocated to the ARRA. The Board approved the MAG listing of projects for the ARRA funds. It was noted that discrepancies between the priorities submitted by MAG would be clarified before the next State Transportation Board meeting. The necessary administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program for approximately \$129.4 million allocated by the Board are presented for consideration by the Regional Council. The Management Committee and the Transportation Policy Committee recommended approval of administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan (RTP) 2007 Update for funding from the American Recovery and Reinvestment Act of

6D. Approval of administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, for funding from the American Recovery and Reinvestment Act of 2009 as shown in the attached table.

2009, as noted in Table A. The RPTA Board met on March 19, 2009, for further consideration of funding scenarios for the MAG Region Transit Portion of the ARRA. The MAG Regional Council will be briefed on this discussion in a separate agenda item, #6C. Table B explains the project details for the necessary TIP amendment and administrative modifications for funding from the American Recovery and Reinvestment Act of 2009. Transit projects listed in Table B were not heard at the MAG Management Committee nor the Transportation Policy Committee meetings. Please refer to the enclosed material.

GENERAL ITEMS

7. Census 2010 Outreach Efforts

The U.S. Constitution mandates a count of every person living in the United States every 10 years. The 2010 Decennial Census will take place on April 1, 2010. Census data are used to determine how to allocate more than \$300 billion in federal funds to states and communities every year. To assist jurisdictions in getting the word out about the importance of filling out the census forms and ensuring high levels of participation, MAG has implemented the "Count to 10" Census Outreach Group. The group has been working with the City of Phoenix Complete Count Committee Media Subcommittee on developing outreach strategies, including paid advertising. The groups have recommended a paid advertising approach that includes a mix of cable and network television buys, radio buys, print advertising, and minority media advertising. The media effort has been estimated to range from \$327,495 to \$426,815. In previous Decennial Census campaigns, the cost of advertising has been borne by the local jurisdictions working with the City of Phoenix. This year, due to the extraordinary fiscal challenges facing the local governments, MAG has asked the Federal Highway Administration (FHWA) if a portion of the MAG federal Surface Transportation Program (STP) funds could be used to pay 50 percent of the costs for these outreach-related expenses. The FHWA has responded that it will allow MAG to use its federal

7. Approval of the selection of Idea Two for the 2010 Census advertising costs and that the FY 2009 MAG Unified Planning Work Program and Annual Budget be amended to use MAG Federal Highway Administration STP funds not to exceed \$213,408 to pay for half of the 2010 Census advertising costs, with the understanding that if federal stimulus funds are received for this purpose, a commensurate reduction would be made to the request for funding.

STP planning funds for half of the census advertising costs, with an understanding that the MAG federal funds portion would not exceed \$234,500. A range of costs has been received, with the primary difference being if network television advertising will be used. The Management Committee recommended that Idea Two be selected and to amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to include the funds with the understanding that the MAG federal funds portion would not exceed \$213,408 (revised from \$234,500, which was based on an earlier media cost estimate). Please refer to the enclosed material.

8. Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed incrementally in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies and approved by the Regional Council in May. This presentation and review of the draft FY 2010 MAG Unified Planning Work Program and Annual Budget represents the budget document development to date. The elements of the budget document are about 70 percent complete. Please refer to the enclosed material.

9. Legislative Update

An update will be provided on legislative issues of interest.

10. 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.

8. Information and discussion.

9. Information and discussion.

10. Information.

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

February 25, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|--|
| Councilwoman Peggy Neely, Phoenix, Chair | * Mayor Frank Montiel, Guadalupe |
| Mayor Thomas Schoaf, Litchfield Park, | Supervisor Max W. Wilson, Maricopa Co. |
| Vice Chair | Vice Mayor Kyle Jones for Mayor Scott Smith, |
| # Councilmember Robin Barker, Apache Junction | Mesa |
| # Mayor Marie Lopez Rogers, Avondale | * Mayor Vernon Parker, Paradise Valley |
| Mayor Jackie Meck, Buckeye | Councilmember Ron Aames for Mayor Bob |
| * Mayor Wayne Fulcher, Carefree | Barrett, Peoria |
| * Councilmember Dick Esser, Cave Creek | # Mayor Arthur Sanders, Queen Creek |
| Mayor Boyd Dunn, Chandler | * President Diane Enos, Salt River |
| Mayor Fred Waterman, El Mirage | Pima-Maricopa Indian Community |
| # Treasurer Pamela Mott for President Clinton | Mayor Jim Lane, Scottsdale |
| Pattea, Fort McDowell Yavapai Nation | Mayor Lyn Truitt, Surprise |
| Mayor Jay Schlum, Fountain Hills | # Mayor Hugh Hallman, Tempe |
| Mayor Fred Hull, Gila Bend | * Mayor Adolfo Gamez, Tolleson |
| Lt. Governor Joseph Manuel for Governor | # Mayor Kelly Blunt, Wickenburg |
| William Rhodes, Gila River Indian | Mayor Michael LeVault, Youngtown |
| Community | Felipe Zubia, State Transportation Board |
| # Mayor Steven Berman, Gilbert | Victor Flores, State Transportation Board |
| Mayor Elaine Scruggs, Glendale | Vacant, Citizens Transportation Oversight |
| Mayor James M. Cavanaugh, Goodyear | 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 Peggy Neely at 5:10 p.m.

2. **Pledge of Allegiance**

Mayor Lane led the Pledge of Allegiance.

Chair Neely noted that Mayor Steve Berman, Mayor Kelly Blunt, Mayor Hugh Hallman, Mayor Marie Lopez Rogers, Mayor Arthur Sanders, Councilmember Robin Barker, and Treasurer Pamela Mott as proxy for President Clinton Pattea, were participating by teleconference.

Chair Neely welcomed Mayor Jim Lane, Scottsdale, to the MAG Regional Council and presented him with his Regional Council membership certificate.

Chair Neely introduced Lt. Governor Joseph Manuel as proxy for Governor William Rhodes, Councilmember Ron Aames as proxy for Mayor Bob Barrett, and Vice Mayor Kyle Jones as proxy for Mayor Scott Smith.

Chair Neely noted materials at each place included the addendum to the agenda (item #5I) and background material; revised agenda item #6 and supplemental material, and a bill summary chart for item #10. Chair Neely announced that agenda items #5D and #7 had been removed from the agenda.

Chair Neely requested that members of the public who would like to comment fill out a blue public comment card for Call to the Audience or a yellow public comment card for Consent Agenda items or items on the agenda for action. She said that parking garage validation and transit tickets for those who used transit to attend the meeting were available.

3. Call to the Audience

Chair Neely 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 Neely recognized public comment from Dianne Barker, who said that she had come to the meeting by bus, bike and light rail. She said that she thought more education on the light rail fare boxes is needed and mentioned that ASU students are given transit cards. Ms. Barker stated that light rail is timely, although she preferred to have elevated rail instead of rail in the middle of the road. She stated that the accidents are unfortunate, but if the accident rates of buses and light rail are going to be equated with that of cars, we should remember the 40,000 deaths nationally each year in cars. Ms. Barker encouraged looking at the whole mode and the financing of them. Chair Neely thanked Ms. Barker for attending the meeting and being timely with her comments.

Chair Neely recognized public comment from Joseph Ryan, who noted that he had provided a written statement regarding the overriding of ITS by METRO. Mr. Ryan referenced Ms. Barker's statement on ASU students using light rail. He stated that tuition at Arizona State University is only about \$8,000 per year, while at other universities it is about \$20,000 to \$25,000 per year. He said that the ASU students are subsidized by tax money, which is supposed to be for educational services, not transit services. Mr. Ryan stated that ASU has canceled its nursing program, and this region needs nurses. He

said that ASU should be marketing the fact that it can train nurses. Mr. Ryan stated that the class of 2011 will graduate 24 doctors, with a maximum of 48. He noted that the State needs 1,500 new doctors per year. Mr. Ryan said that there is a lot of turnover with doctors because they return to their homes in other states and we pay the cost by not training our own. He stated that METRO is a \$1.6 billion investment and an analysis is needed to see the costs. Mr. Ryan stated that interest cost alone is \$14 per passenger. Chair Neely thanked Mr. Ryan for attending the meeting and being timely in his comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, provided a report to the Regional Council on activities of interest. He stated that MAG received a record award of \$24.5 million from the Department of Housing and Urban Development (HUD) for a homelessness grant. He noted that this award represents an increase of \$3.1 million from the amount received in 2007. Mr. Smith stated that Maricopa County received the Rapid Rehousing for Homeless Families grant of \$1.8 million. He stated that three new projects were funded for a total of \$3.2 million and provide housing and services to 240 families and more than 60 chronically homeless individuals. Mr. Smith stated that 53 additional projects were also funded. He acknowledged MAG staff, Amy St. Peter and Brande Mead, for their work on this effort.

Mr. Smith announced that the MAG Fiscal Services Division and the majority of the Communications Division moved into the previous bank space on the first floor of the building. He expressed appreciation to Monique de los Rios Urban for her architectural skills in designing the office space and to Audrey Skidmore and the MAG Information Technology Division for their efforts on the move.

No questions from the Council for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair Neely recognized public comment from Ms. Barker, who stated that she was the only citizen who testified at the recent ozone public hearing. Ms. Barker stated that she made a statement at the February Management Committee meeting that was corrected. She said that she prepares before she speaks at meetings and in the MAG library she read information about MTBE. Ms. Barker stated that MTBE is a carcinogen and a mutagen. She stated that she had served on the Valley Citizens Air Quality Task Force in 1988. Ms. Barker stated that the Legislature took out MTBE from gasoline in 2001 or 2002, but she knew about the dangers 12 years before that. She stated that as a cornerstone of the ozone program, gas is being reformulating to not have as many emissions, but benzene (a carcinogen) and sulphur are in gas. Ms. Barker commented that when you play with chemistry, there is a by-product. She said that she knew the Regional Council cared about Arizona, and for the same reason she chose to be multimodal. Ms. Barker commented on ITS at intersections. Chair Neely thanked Ms. Barker for her comments.

Chair Neely recognized public comment from Mr. Ryan, whom she allowed an extra minute of public comment added on to his three minutes. Mr. Ryan stated that the last 20-year planning period in Maricopa County was underfunded by the half cent sales tax for transportation. He noted that the Loop 303, the Paradise Parkway, and the South Mountain Freeway were not built and the Deck Park tunnel

and traffic interchanges were underbuilt so there are now traffic backups. Mr. Ryan stated that he objected to the plan for the Loop 303/Grand Avenue interchange, but nothing has changed and now it will cost a lot of money to fix. He stated that the traffic congestion causes a lot of breathing problems and cancer. Mr. Ryan stated that when he goes to the Mayo Clinic from Sun City West via Loop 101 he comes to a complete stop at least seven times due to traffic. He stated that professionals do not do things that are dangerous, but the transportation system was built to a dangerous level because of underfunding. Mr. Ryan encouraged that two laws should be canceled: the first is that ADOT must purchase right of way, not at its current value, but at the value it will be after the highway is built. The second law is that after acquiring right of way, ADOT must build the highway in 24 months. Mr. Ryan requested that the Regional Council speak to their Legislators about this. Chair Neely thanked Mr. Ryan for his comments.

Chair Neely asked members if they had questions or requests to hear an item individually. None were noted.

Chair Neely called for a motion to approve Consent Agenda items #5A, #5B, #5C, #5E, #5F, #5G, #5H, and #5I. Mayor Boyd Dunn moved, Vice Chair Thomas Schoaf seconded, and the motion passed unanimously.

5A. Approval of the January 28, 2009, Meeting Minutes

The Regional Council, by consent, approved the January 28, 2009, meeting minutes.

5B. Recommendation to ADOT's Safe Routes to School Program

The Regional Council, by consent, approved the ranked list of projects to be submitted to the Arizona Department of Transportation for the Safe Routes to School Program. A total of \$2,255,000 is available statewide for safety improvement projects through grants from the Arizona Department of Transportation's (ADOT) Safe Routes to School (SRTS) Program. The program provides grants to public and non-profit agencies for projects that improve road safety and encourage more K-8 children to walk or bike to their neighborhood schools. This is the third cycle of the program, and grants will be provided to projects that implement infrastructure improvements as well as projects that would involve education, training and encouragement. In response to the ADOT request for proposals announced in October 2008, a total of 17 project applications from the MAG region was received by ADOT. The ADOT proposal review process stipulates that MPOs and COGs are required to recommend a ranked list of projects to ADOT by February 28, 2009. These recommendations will be considered by a statewide SRTS panel that will make a final recommendation to ADOT. The MAG Transportation Safety Committee reviewed all project proposals, and on January 27, 2009, recommended a ranked list of projects from the region as the MAG recommendation to ADOT. The MAG Management Committee concurred with the recommendation.

5C. Pedestrian and Bicycle Design Assistance Programs

The Regional Council, by consent, approved the following projects for funding for the Pedestrian Design Assistance Program: Phoenix - 11th Street Streetscape in Historic Garfield District (\$80,000); and

Fountain Hills - Saguaro Ranch Park (\$70,000); and approval of the following projects for the Bicycle/Shared-Use Design Assistance Program: Tempe/Mesa Rio Salado Shared-Use Path (\$142,000); Buckeye - BID Canal Multi-Use Path (\$58,000); and Glendale - Neighborhood Access Improvements for Multi-Use Pathways (\$50,000). The FY 2009 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2008, includes \$150,000 for the Pedestrian Design Assistance Program and \$250,000 for the Bicycle/Shared-Use Design Assistance program. According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration. Eight project applications were submitted by member agencies for the program. On January 20, 2009, the MAG Bicycle Task Force and the MAG Pedestrian Working Group recommended five projects for approval. The MAG Transportation Review Committee and the MAG Management Committee recommended the five Design Assistance projects for approval.

5D. Conformity Consultation

This item was removed from the agenda.

5E. MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area

The Regional Council, by consent, adopted the MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area. The MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan demonstrates that the eight-hour ozone standard of .08 parts per million will continue to be met through 2025 with existing measures in place. This standard was established by the Environmental Protection Agency in 1997. No violations of this ozone standard have occurred since 2004. The Environmental Protection Agency is being requested to redesignate this area to attainment status. The MAG Air Quality Technical Advisory Committee and the MAG Management Committee recommended adoption of the MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa Nonattainment Area.

5F. MAG Regional Human Services Plan for FY 2010

The Regional Council, by consent, approved the MAG Regional Human Services Plan for FY 2010, which includes recommending approval of the Social Services Block Grant allocation recommendations and the new human services transportation coordination goals. The MAG Regional Human Services Plan approved by the MAG Regional Council in 2006, has been updated to reflect funding allocation recommendations for the Social Services Block Grant (SSBG) and to identify new human services transportation coordination goals as required by SAFETEA-LU. The plan also presents an assessment of human services delivery in the region while highlighting useful practices implemented by member agencies to address the impact of the economy on human services. On January 8, 2009, the MAG Human Services Technical Committee recommended approval of the SSBG allocation recommendations and the major elements to be included in the MAG Regional Human Services Plan for FY 2010. On January 20, 2009, the MAG Human Services Coordinating Committee recommended approval of the MAG Regional Human Services Plan for FY 2010 including the new human services transportation

coordination goals and the SSBG allocation recommendations. The MAG Management Committee concurred with the recommendation of the Committee.

5G. MAG Continuum of Care Regional Committee on Homelessness Regional Plan to End Homelessness

The Regional Council, by consent, approved the MAG Continuum of Care Regional Committee on Homelessness Regional Plan to End Homelessness. The MAG Regional Plan to End Homelessness, developed by the MAG Continuum of Care Regional Committee on Homelessness, was approved by the MAG Regional Council in 2005. The Committee, with more than 70 stakeholders, developed a new Regional Plan that takes a fresh look at the issues surrounding homelessness in the region with goals and action steps to address homelessness in the community. The MAG Continuum of Care Regional Committee on Homelessness and the MAG Management Committee recommended approval of the Plan.

5H. Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in April and approved by the Regional Council in May. To provide an early start in developing the Work Program and Budget, staff is providing a draft of the program's proposed new projects. These projects will continue to be reviewed and refined leading up to the adoption of the FY 2010 MAG Unified Planning Work Program and Annual Budget in May. To gain additional input, a Budget Webinar was scheduled for February 19, 2009. This item was on the agenda for information.

5I. Approval for MAG to Support a Grant Application by ECotality for a U.S. Department of Energy \$20 Million Grant Proposal and to Participate in an Electric Vehicle Micro-Climate Working Group with ECotality and Nissan North America

The Regional Council, by consent, approved MAG to support a grant application by ECotality for a U.S. Department of Energy \$20 million grant proposal and to participate in an Electric Vehicle Micro-Climate Working Group with ECotality and Nissan North America. ECotality, an Arizona-based renewable energy company that acquires and commercially advances clean electric technologies and applications, and Nissan North America, are looking to partner with key local stakeholders on a grant proposal to the U.S. Department of Energy to assist the development and implementation of electric vehicle infrastructure in the MAG region. The intent of the grant will be to fund the development of smart grid enabled charge infrastructure in the Valley and use of the Idaho National Lab to collect both utility energy use data and vehicle use data. This technology will be available for use by all car manufacturers. Nissan has selected Arizona as one of the first five states to partner with the company in the launch of their pure electric vehicles. It is anticipated that this grant will help foster the successful transition from gas to electric vehicles, assist the introduction of supporting infrastructure to fully prepare the market for the adoption of electric vehicles, and facilitate the addition of private sector investment to build out the remainder of the infrastructure needed to support electric vehicles in the market. At the February 17, 2009, MAG Executive Committee meeting, ECotality invited MAG to participate in an Electric Vehicle Micro-Climate Working Group that will bring together a select group of Arizona policymakers, utilities, civic group and private businesses to address issues in establishing Arizona as a leading market for electric transportation. On February 19, 2009, at the direction of the

MAG Executive Committee, staff participated in a meeting with representatives from ECotality and Nissan.

6. American Recovery and Reinvestment Act Update

Nathan Pryor, MAG Senior Policy Planner, provided an overview of the stimulus plan legislation. He stated that President Obama signed the American Recovery and Reinvestment Act (ARRA) on February 17, 2009. He noted that the national highway infrastructure investment component of the legislation is \$27.5 billion with a new \$1.5 billion surface transportation competitive grants component. Mr. Pryor stated that the State of Arizona is expected to receive about \$521 million for highway infrastructure, about \$100 million for transit, and about \$15 million for transportation enhancement grants.

Mr. Pryor reviewed the amounts that could be coming to the MAG region. He said that the Highway - ADOT/State fund amount is approximately \$129 million to \$185 million, with a suballocation to MAG of about \$88.7 million. Mr. Pryor stated that these highway funds total about \$218 million to \$273 million. Mr. Pryor stated that transit funds coming to the MAG region total about \$65 million to \$75 million.

Mr. Pryor reviewed the transportation amounts for Indian reservations and tribal communities. He said that three tribal communities are MAG member agencies. Mr. Pryor stated that the funding amount for the Indian reservation roads program is approximately \$310 million, distributed through a formula and administered by the Federal Highway Administration (FHWA) and the Bureau of Indian Affairs (BIA). He said that the tribal transit program of about \$17 million would be a grants program. Mr. Pryor stated that the BIA construction amount for roads is about \$135 million and would be largely BIA discretionary funds.

Mr. Pryor stated that the ARRA funds are to be made available no later than 21 days after enactment (March 10, 2009), after which the clock starts ticking for the "use it or lose it" provision. He explained that states have 120 days to obligate at least 50 percent of the funds (July 8, 2009), and transit has 180 days to obligate 50 percent of the funds (September 6, 2009). Mr. Pryor stated that Metropolitan Planning Organizations (MPOs) have no short term obligation provision, and all three entities have one year to obligate 100 percent of the funds (February 17, 2010). He advised that states that have obligated their funds will be eligible to apply for the balances that were not obligated by other states.

Mr. Pryor stated that the details on the competitive grants for the transportation portion have not been finalized and staff will provide the detail when available. Mr. Pryor reviewed the reporting requirements. He said that a Website, www.recovery.gov, has been set up where the reports will be posted for public view. He stated that those using the economic recovery funds will be required to report on the amount of funds appropriated, the number of projects that have been put out to bid, the contracts that have been awarded, and the number of direct, on-project jobs created or sustained. Mr. Pryor stated that as more direction on the reporting is provided by FHWA, it will be communicated to member agencies. He noted that the first report is due in 90 days, the second in 180 days, and annually for the third, fourth and fifth years.

Eric Anderson, MAG Transportation Director, reviewed the federal requirements that MAG needs to consider. He said that any project in the Transportation Improvement Program and Regional Transportation Plan has to undergo an air quality conformity analysis. In addition, because MAG is in a nonattainment area, federal law requires that MAG and ADOT cooperatively develop and agree on the funding estimates and projects that go into the plan. Mr. Anderson noted that to accomplish this, MAG staff and ADOT staff collaborate on a regular basis.

Mr. Anderson stated that in 1998, Congress passed TEA-21, which provided an increase in federal funding to Arizona for transportation. He noted that at the same time, MAG was undergoing the certification process to ensure its planning processes were in compliance with federal law, and the Federal Highway Administration said that the MPOs and ADOT were not cooperatively developing the revenue estimates and the list of projects. Mr. Anderson stated that after the passage of TEA-21, MAG went to ADOT about programming the funds and found that ADOT had already programmed all of the funds. He said that in April 1999, Mary Peters, who at the time was ADOT Director, convened a group of transportation professionals in Casa Grande, and they all signed a document called the Casa Grande Resolves. Mr. Anderson explained that in the Casa Grande Resolves, all entities in Arizona agreed to work cooperatively on revenue estimates and projects using a common information base.

Mr. Anderson stated that the Resource Allocation Advisory Committee (RAAC) within ADOT came as a recommendation of the Casa Grande Resolves. He explained that the RAAC makes recommendations to the ADOT Director and to the State Transportation Board on how ADOT discretionary funds should be distributed in the State. Mr. Anderson said that according to the RAAC formula, 37 percent of the ADOT Five Year Program should come to the MAG region, 13 percent to the PAG region, and 50 percent to the remaining counties.

Mr. Anderson provided the basis for the fair share formula, and noted that the following factors were included as part of the allocation. Mr. Anderson explained that about \$1.3 billion per year is collected statewide through Highway User Revenue Funds (HURF), which is composed of fuel taxes, vehicle license tax, motor carrier fees and registration fees. Mr. Anderson stated that 50 percent of the HURF is distributed to ADOT, and about 49.5 percent is distributed to cities and counties across the state. Mr. Anderson noted that state statute says that 12.6 percent of the HURF allocation to ADOT has to be spent in the MAG region, and there is also a State Transportation Board policy that says another 2.6 percent of the State Highway Fund comes off the top for the MAG region.

Mr. Anderson noted that the local economy also benefits because ADOT spends money in the MAG region for administrative expenses. He stated that federal law also provides a direct allocation of Surface Transportation Program (STP) federal funds and federal planning (PL) funds to MAG. Mr. Anderson noted that all Congestion Mitigation Air Quality (CMAQ) funds allocated to the State come to MAG. He added that the purpose of CMAQ is to reduce congestion and improve air quality and cannot be used to add capacity in the system. Mr. Anderson stated that CMAQ funds have many reporting requirements. He advised that the federal formula used to distribute CMAQ across all the states includes only the Maricopa County population, which makes it clear that the CMAQ funds should come to this region. Mr. Anderson noted that if the MAG region were to receive a dollar for dollar return on state or federal gas taxes, it would receive about 42 percent of the remaining ADOT program, but the RAAC formula leaves five percent on the table for the rest of the state. He commented that the

state needs a good transportation system, which is used by and benefits the citizens of this region who drive in other parts of the state.

Mr. Anderson advised that the important factor to consider is that MAG receiving 37 percent through the RAAC allocation assumes MAG will also receive the other funds he just described on top of the 37 percent. Mr. Anderson stated that the RAAC formula, therefore, is not appropriate to be used for new revenue sources, such as the stimulus funds or state appropriations like the Statewide Transportation Acceleration Needs (STAN), and should be applied only to existing revenues.

Mr. Anderson stated that the \$307 million STAN account of general fund dollars was set up by the Legislature in 2006 to accelerate needed transportation projects statewide. He noted that 60 percent of these funds (\$184 million) was dedicated to the MAG region, and funded the HOV lanes on Loop 101 from Tatum to Princess and the HOV lanes on Loop 101 in Chandler. He advised that \$104 million of the 2006 STAN allocation to the MAG region was swept by the Legislature in January 2009 to balance the 2009 state budget. Mr. Anderson stated that this funding was for three projects: I-10: Verrado to Sarival (\$43.2 million), I-17: SR-74 to Carefree Highway (\$30.5 million), and SR-802: right of way acquisition (\$20.4 million). Mr. Anderson noted that the I-10 and I-17 projects were ready to obligate in October 2008, and if the bids had been advertised, the projects would have been obligated and the Legislature would not have been able to sweep the funds. He added that the \$20.4 million for the SR-802 was from a Regional Council action in January 2009 to accelerate a portion of the Williams Gateway Freeway and use it for interest reimbursement on the financing. Mr. Anderson stated that in conversations with ADOT staff, member agencies, and legislators, there was an expectation of economic stimulus funding coming to MAG if the STAN funds were swept.

Mr. Anderson stated that the STAN II account was established by the Legislature in 2007, but the funds were a part of the State Highway Fund. He said that MAG staff's argument was that these were not new funds and this should not happen. Mr. Anderson stated that they had a number of conversations that STAN appropriations should be for new money, instead of taking it from one pot and putting it into another. Mr. Anderson stated that the MAG region has benefitted from STAN II; \$10 million is being used to defray the interest expense on I-10 west, the project acceleration that was sponsored by Avondale, Goodyear and Litchfield Park.

Mr. Anderson then explained three bar charts that showed options for the allocation of ADOT stimulus funds. The first bar chart was the unanimous State Transportation Board action on February 20, 2009, to allocate about \$129.5 million to MAG. He noted that this allocation did not include any funds to replace the STAN funds that were swept. Mr. Anderson stated that the second bar chart showed the \$188.7 million the MAG region would have received if the region had been held harmless from the STAN sweep. He explained that MAG staff recommended that the \$94 million be taken off the allocation ADOT receives, then the remainder would be split according to the RAAC allocation. Mr. Anderson stated that the third bar chart showed an allocation to MAG of about \$176 million, about \$46 million more than the Board allocated. He noted that the \$176 million included the I-10 and I-17 projects that were ready to obligate in October 2008, but were held specifically so that the funds would be available for a sweep by the Legislature to balance the budget. Mr. Anderson stated that this was the option that was recommended by ADOT staff to the State Transportation Board.

Mr. Anderson explained some of the key indicators between MAG, PAG and the other 13 counties. He said that MAG accounts for 60 percent of the population and PAG accounts for 15 percent. Mr. Anderson noted that Maricopa County accounts for 64 percent of the change in unemployment in the State from December 2006 to December 2008, and 78 percent of the construction jobs lost. He pointed out that these figures demonstrate the disproportionate impact of the economic downturn on Maricopa County. Mr. Anderson stated that when the fair share analysis was done ten years ago, Maricopa County accounted for about 55 percent of the gas tax, which has now increased to about 60 percent.

Chair Neely asked Mr. Anderson to clarify the ADOT staff recommendation for allocation of the stimulus funds. Mr. Anderson replied that ADOT staff recommended that the \$74 million for the two STAN projects be taken off the top, then the balance of funds would be allocated according to the RAAC formula. Chair Neely stated that she wanted the Regional Council to understand that what the Board approved was not the recommendation of ADOT staff.

Vice Mayor Jones stated that it was important to say that when the STAN funds were swept from the three projects there was agreement with the Governor's office and the legislators that they were taking the funds to balance the budget and that MAG would be made whole. He remarked that the STAN funds should have come off the top for those projects.

Mr. Anderson displayed a map of cooperatively developed projects that represented the distribution of funding. He said that when the Regional Transportation Plan (RTP) was put together, there were different needs across modes across the region. Mr. Anderson noted that the Red Mountain and the Santan in the East Valley, both part of Proposition 300, were completed, but the Loop 303 and South Mountain were not. He stated that this is why a lot of the RTP freeway investments are in the West Valley and a lot of the arterial street improvements and transit improvements are in the East Valley and Phoenix.

Mr. Anderson noted that at each place was a revised project list. He explained that the projects are the same but notes were added to indicate projects #5 and #7 were ready to go and a column to show the cumulative total. Mr. Anderson stated that the projects were in priority order from a staff perspective and added that staff had worked with ADOT on this. Mr. Anderson stated that there are five projects that will not be ready in the 120-day period. One of the projects is #3, the Williams Gateway Freeway STAN project. Mr. Anderson noted that 50 percent of ADOT's funds need to obligate in 120 days, and 100 percent within one year of enactment. He remarked that ADOT would like to obligate 100 percent of its funds in the 120-day period.

Mr. Anderson stated that projects #10, #11, #12, and #13 are still in the project development stage and cannot obligate in the 120-day period, but may be able to obligate within the one-year period (February 17, 2010). He mentioned that the environmental assessment for project #3 is underway, and added that staff had a discussion with FHWA about this project's eligibility. Mr. Anderson noted that FHWA indicated that eligibility depends on whether the environmental assessment is completed in time so the design and right of way can move forward. He said that MAG staff will meet with FHWA on March 30th and hope to receive clarification on this. Mr. Anderson noted that the project was on the list because the funds were swept.

Chair Neely thanked Mr. Anderson for his presentation. She said that the Regional Council would comment and discuss this item, followed by public comment.

Supervisor Wilson asked if there was any consideration to MAG completing its projects in order to be in a position to apply for additional revenue from areas that did not obligate their stimulus funds. Mr. Anderson replied that staff understands that 50 percent of the ADOT funds need to be obligated in 120-days (July 10, 2009) from the time the money is apportioned (March 10, 2009). He said that there is \$182 million in ADOT projects in the region and statewide that he believed will meet the obligation timeline.

Mayor Waterman asked if the SR-802 project was on the list only because it could be shovel-ready in one year. Mr. Anderson replied that it was on the list because it was part of the \$94 million of STAN sweep. He said that the project's environmental assessment was scheduled to be completed by the end of calendar year 2009, and they will work with FHWA on that. Mr. Anderson stated that the acceleration proposal before the Regional Council in January 2009 was to do the interim construction of the first mile from the Santan Freeway to Ellsworth Road. He advised that this alignment is set and there is no alternative alignment. Mr. Anderson stated that the full environmental assessment for the Williams Gateway Freeway goes into Pinal County, and a lot of different alternatives are being considered for the connection there. Mr. Anderson indicated there might be an opportunity to work with FHWA to move the design efforts forward.

Mayor Waterman asked if this does not materialize, if the \$20 million would be put in play or just taken out and hope for the best. Mr. Anderson stated that the decision would be the Regional Council's. He advised that the project could not obligate in the 120-day period. He said that partly, it depends on the amount of money coming to the region. Mr. Anderson explained that at the \$130 million level, the I-10 and I-17 projects would use a little less than half and there are other projects that can use the remainder, and if the level is \$176 million to \$180 million, there might be an opportunity to fund Williams Gateway Freeway. Mr. Anderson stated that this is the best information currently available and there is still uncertainty with this one project.

Mayor Cavanaugh asked if there were any other projects in the State that went to bid in October 2008. Mr. Anderson replied that there were a number of projects that went to bid in October, but they were not using STAN funds. He noted that one of the projects that was advertised in October was one of the connections of Loop 303 to I-17.

Mayor Cavanaugh stated that there was an expectation that MAG would be made whole, but he did not think there was any documentation of any agreement. He asked if the State Transportation Board members could provide an explanation of the rationale behind the Board's decision to not give MAG the funds off the top.

Chair Neely asked Mr. Zubia if he would like to hear the rest of the Council's comments first and then address members on how the Board reached its decision.

Mr. Zubia stated that he would be happy to address the Regional Council and maybe their questions would be answered.

Councilmember Aames asked for clarification that the \$130 million is the amount MAG needs to allocate in 120 days in the ADOT category. Mr. Anderson stated that tonight, the Regional Council needs to provide ADOT with a list of prioritized projects so ADOT will be able to obligate as much of the list as possible. He explained that is why there are projects totaling \$183 million on the list because the number could change. Councilmember Aames asked if the STAN projects were not on the list it would be an entirely different list. Mr. Anderson replied that was correct.

Chair Neely asked the two State Transportation Board members, Mr. Zubia and Mr. Flores, if they both represent Maricopa County on the Board. Mr. Zubia replied that they were selected from Maricopa County and represent the State.

Mr. Zubia referenced Mayor Cavanaugh's comments regarding an understanding with the Governor or legislators that MAG would be made whole, but he did not recall any discussion with staff and none with decision makers on this. He said that given his years in public service, he thought this situation was not different from a staff member who works with a developer and feels they have agreement, but the executive who makes the decision does not think the project is the best for the overall community. Mr. Zubia commented that it is important to look at the Board's decision in this context.

Mr. Zubia said that he would also like to put the funding in perspective. Mr. Zubia referenced the three bar charts, and said that the Board selected bar chart one. He pointed out that Mr. Anderson also showed pie charts of other MAG funding sources beside the 37 percent. Mr. Zubia asked Mr. Anderson if the bar chart included the total amount of transportation dollars MAG would receive. Mr. Anderson replied that the analysis did not include transit funds, either taxes or revenue funds. Mr. Zubia asked the total amount expected, including all transportation-related funds. Mr. Anderson replied that the amount of transportation-related funds expected to come to Arizona is \$621 million. Mr. Zubia commented that the Board has control over a small portion of the total funds being discussed, and noted that there are three other pots of money over which the Board has no control: Local, Transit, and Transportation Enhancement funds.

Mr. Zubia stated that in totality, when you look at transportation funds and the amount being distributed for Maricopa County, the amount is actually 50 percent. He commented that he saw no reference to that in the presentation, and the only thing he heard was regarding a small portion over which the Board has control.

Chair Neely stated that was not referenced in the presentation due to the fact that the stimulus funding was the only item MAG is seeking action on tonight. She asked Mr. Anderson if she was correct. Mr. Anderson replied that she was correct. He offered clarification that the bar charts include the suballocation amount coming to the MAG region and not subject to discussion tonight, but was discussed by the Transportation Policy Committee (TPC) on February 18, 2009. Mr. Anderson pointed out that bar chart three is a combination of the ADOT stimulus share approved by the Board on February 20, 2009, and MAG's estimate of funds being suballocated. He noted that this is consistent with the calculation of fair share and the RAAC formula he presented earlier. Mr. Anderson stated that the combined allocation of highway stimulus funds to the MAG region is about 43 percent.

Mr. Zubia stated that in totality, MAG gets 50 percent of the funds, some of which are determined by federal formulas and over which the Board has no control. He said that the Board was given three options on spending the ADOT funds that the Board controls. Mr. Zubia stated that the Board also represents regions with dire need of improvements, and the decision was to maintain the RAAC allocation formula for that portion of the funds. He advised that this was a unanimous decision by the Board, and added that he knew this was a decision not everyone supported. Mr. Zubia commented that as the Board represents a larger region, it needs to consider other issues, such as Highway 87 that closed down last year for six days due to a landslide. He noted that this road is a lifeline to Payson and many businesses along that road closed down because there was no direct link to the Valley. Mr. Zubia stated that the repairs were an unforeseen expense for ADOT, and could cost up to \$18 million. He asked where would that money come from, and where would the money come from for maintaining the pavement in Yuma? Mr. Zubia stated that there are a lot of issues that the Board has to consider. He said that some people may disagree, but the Board has to consider the totality of Arizona.

Mayor Scruggs asked if the Casa Grande Resolves had anything to do with transit. Mr. Smith replied that transit funds were not included in the formula that came from the Casa Grande Resolves, just highway funds.

Mayor Scruggs asked for clarification that the Board took the totality of all of the funds, including transit, and applied the 37 percent. Mr. Zubia replied that when he said totality, it also includes the needs around the state, including unforeseen situations, plus STAN I, of which the Board allocated 60 percent, based on population, to MAG. He stated that virtually all of STAN I went to improving the Sun Corridor – MAG, PAG, and I-10 in Pinal County – not a single cent went to Yuma or any of the rural areas. Mr. Zubia asked where was the equity there, and said that is not being discussed this evening. Mr. Zubia stated that this was the totality the Board considered in making its decision.

Mr. Anderson stated that the STAN I allocations were set by the Legislature according to the population percentages. He said that on the allocation of those funds, MAG weighed in, but did not weigh in on the allocation of the other funds.

Mayor Dunn asked if the recommendation of ADOT staff was considered or not considered by the Board. Mr. Zubia replied that it was considered, but rejected for the reasons he presented. He said that in their own jurisdictions, at some point, the elected officials on the Regional Council may have gone against a staff recommendation in favor of their better judgment.

Mr. Flores stated that it was unfortunate that he did not know the history of how the Casa Grande Resolves were developed, but he did not believe this would have changed his vote and even if he had changed his vote, it would not have changed the outcome. Mr. Flores stated that it would not have mattered to him if a deal had been cut in regard to the funds that were swept by the Legislature. He said that he looked at this as \$130 million was coming to this region, rather than \$74 million was not being made up. Mr. Flores added that it was an easy decision for him to make.

Mr. Zubia asked the difference between the amount ADOT staff recommended and what the Board approved. Mr. Flores replied that the MAG region would have received another \$46 million. Mr. Zubia

commented that this was a lot of money, but \$46 million goes very quickly, and could represent one project in some instances.

Mr. Zubia stated that we have major issues, not only with funding, but also with the way the Legislature looks at transportation funds as a grab bag when it needs additional funds to balance the budget. He commented that it is unfortunate, but it is the Legislature's the right to do this. Mr. Zubia stated that Mr. Ryan attends MAG meetings and has made some good comments. Mr. Zubia stated that it would behoove MAG to take a position on right of way acquisition. He said that there is no reason why ADOT should have to pay market value dollars for right of way when it is taxpayer dollars making the improvements. Mr. Zubia remarked that this is unconscionable as far as he was concerned and increases the cost of transportation beyond belief. He stated that another issue that the MAG body, with all its power, could do something about is condemnation of right of way. Mr. Zubia explained that if right of way is condemned state statute says that something must be done with it within 24 months, and asked how was this realistic and why was it in state statute. Mr. Zubia stated that these are the types of issues he thought MAG should be dealing with, not \$46 million that could have gone to a project.

Chair Neely expressed that she disapproved of Mr. Zubia's position, because \$46 million is a lot of money, especially because of the way that projects might have to be modified. She said that the Legislature is the body that makes the rules and decided to sweep the STAN funds and if they are the body that has jurisdiction over this money and they say they will replace those swept funds with the stimulus money, MAG should take advice from them and follow that. Chair Neely stated that she understood that Mr. Zubia was an appointed political person who looks at the state overall and has the right to vote the way he decides, but he does come from Maricopa County. She said that this is about a statewide increase to transportation, not from a tax passed, and she thought he equated the two as the same thing. Chair Neely stated that she had a problem because Phoenix has cut its budget and has lost HURF dollars. She said that Phoenix has a plan to resurface its streets every six years and \$46 million goes a long way. Chair Neely commented that it is cavalier for Mr. Zubia to say it is only \$46 million. Chair Neely said that she thought MAG needs to send a message to those who swept the funds and said they would find a way with the stimulus to bring the money back, to have this issue that occurred last week reviewed. She expressed appreciation for Mr. Zubia's and Mr. Flores's volunteerism and service, but \$46 million is a huge amount of money for some municipalities and she was very concerned.

Mr. Zubia clarified that the stimulus funds need to be spent on state highways, it could not be used to resurface Phoenix streets.

Chair Neely responded that she only brought that up because Mr. Zubia mentioned maintaining pavement in Yuma as one of his examples. She added that she wanted the Board members to be aware that \$46 million was very important.

Mr. Smith commented that what was unconscionable is what happened with the I-10 and I-17 STAN-funded projects at ADOT. He stated that in late 2008, Mr. Anderson reported to the TPC that design work on the I-17 and I-10 projects was not complete. In January 2009, Mr. Anderson received an email from ADOT engineering staff saying that the projects had been ready since October. Mr. Smith stated that the projects were ready at ADOT and no one told MAG they were ready so we could get them out the door. He stated that this creates some responsibility at ADOT.

Mayor Scruggs suggested that some at the table think that the work on I-10 and I-17 are statewide projects. She said that there is a real problem that we are being asked to absorb the cost for those roadways that serve not only this region and this state, but other states, and contribute to economic development. Mayor Scruggs stated that it was her understanding that if the amount of highway stimulus funds to MAG is \$130 million and if project #3 gets ready to obligate, then MAG could get through the first four projects on the list, but if project #3 is not ready to obligate then MAG could probably go through project #6. If the amount is put back to \$176 million, as recommended by ADOT staff, and project #3 was ready, MAG could probably get through project #8 and if project #3 is not ready, then MAG could be able to go through to project #13. She asked if her statement was correct. Mr. Anderson replied that she was correct.

Mayor Scruggs noted that this project list represents voter approved projects, so there is no worry about the President saying MAG put forth pet projects, and there is agreement with ADOT and MAG that the projects meet the criteria, construction, and the economic impacts, and are shovel ready.

Vice Mayor Jones said that staff does a lot of work before the Regional Council gets to meetings. Vice Mayor Jones stated that he found it hard to believe that the Board members were unaware of the discussion that took place between ADOT staff and legislators. He said that MAG was assured that if the stimulus funds came to Arizona, they would replace the STAN funds, and now we are looking at a credibility challenge that is very unsettling to him. Vice Mayor Jones stated that he felt MAG needed to pursue this because it was already worked out. He noted that even the MAG priority list has been worked on very extensively by staff. Vice Mayor Jones noted that as Mayor Scruggs said, if for some reason project #3 is not ready in the appropriate time, MAG has a whole list ready to go so MAG is not in jeopardy of losing any funds and will be able to use all of them.

Mr. Zubia stated that he would like to respond to the credibility issue.

Chair Neely stated that she would come back to him after the other Council members had an opportunity to speak.

Councilmember Aames stated that the Maricopa County representatives on the Board did not pay attention to our needs and he thought it was appalling.

Mayor Hallman stated that the math still needed to be worked out. He stated that if project #3 is deemed not ready to obligate in 120 days, and it looks like #10, #11, #12, and #13 are not ready, we would move farther down the list. Mayor Hallman stated that the biggest issue is that STAN funds were swept, so we start with a credibility issue for ADOT that we had funding that could have been made available to service these projects and not have to consider if they should be first on the list. He said that there are jurisdictions who will not see any of the STAN funds coming to their community with this model, and added that Tempe, like other cities, submitted a long list of projects that were ultimately ranked by MAG staff and ADOT as those that could qualify. Mayor Hallman expressed his agreement with Chair Neely that \$46 million is a lot of money, but he also thought that when it is spread around it gets thin, unless it is applied to projects with regional results. He said that little can be done about the STAN funds being swept, and suggested that members should be talking to their legislators about this, which has been a great detriment to the Valley. He thought that the first priority is to restore the STAN projects and move

forward in order provided. Mayor Hallman noted that the only criteria is be sure the projects can obligate in 120 days, so all the funds are spent. Mayor Hallman stated that projects #10, #11, #12, and #13 might not qualify and MAG ought to ensure there are enough projects that could qualify. He express that he thought it is in the region's best interests to stop quibbling over the order and do everything possible to reach a regional impact that can get us a little farther down the road.

Mayor Dunn expressed his agreement with Mayor Hallman, and said that this list has been worked out extensively and carefully. Mayor Dunn stated that MAG still has to discuss the \$88 million in suballocation funds and this reflects back to Proposition 400 discussion about being fair and regional. Mayor Dunn stated that there is a need to have highway projects on the west side to catch up with what was done on the east side, and that is very important. He suggested keeping that in mind in discussion of the suballocation funds because it also talks about job stimulus and we would like to have jobs stimulated across the Valley, if possible. Mayor Dunn expressed his hope that with the willingness to do this now, perhaps the regional outlook could be considered when sharing the funds.

Mayor Hallman stated that graciousness begets graciousness.

Chair Neely stated that Proposition 400 has significant downfalls in its funding source and MAG is trying to get out as many projects as possible.

Mr. Zubia stated that he has worked with 80 percent of Regional Council members, and he did not think he had ever had his credibility questioned, so he took exception to that. Mr. Zubia stated that he did not know there had been any deals cut with the Governor or the Legislature on the STAN funds. He said that he knew Eric Anderson gave a presentation asking the State Transportation Board to take the STAN projects off the top, but he had no knowledge of anything being done or deals made with the sweeping of STAN funds.

Mayor Cavanaugh stated that everyone wants to see parity throughout the state, but there is some subjectiveness associated with that term. He stated that no other highway has the statewide and national significance of I-10 west, and it is probably the heaviest commercially traveled road in the country. Mayor Cavanaugh stated that the other issue is I-17, which connects I-40 and I-10. He said that these highways might be within the MAG region, but they have statewide and national significance. Mayor Cavanaugh commented that if you believe in parity you have to consider those roads on a statewide basis, rather than a regional basis. He suggested that if the Board could reconsider its decision, to look at this not as MAG, but as statewide significance, it would be to everyone's interest and benefit.

Vice Mayor Jones expressed to Mr. Zubia that was not trying to make this personal, but his frustration was with the Legislature.

Mayor Scruggs moved to approve the attached list of projects listed in priority order for the Arizona Department of Transportation portion of the American Recovery and Reinvestment Act funds of 2009 and that the projects be forwarded to the Arizona Department of Transportation contingent upon projects finally selected receiving the necessary administrative adjustments and amendments to the MAG Transportation Improvement Program and air quality conformity and consultation. Further moved that the Chair of the Regional Council to send a letter to the State Transportation Board and Chairs of the

Arizona House and Senate committees with the responsibility for transportation on behalf of the Regional Council requesting that the formula for the ADOT portion of the American Recovery and Reinvestment Act funds take the State Transportation Acceleration Needs (STAN) projects in this region totaling \$94 million off the top of the funds before the allocation is made. Intervention by the State legislative leadership is requested due to ADOT previously being directed to hold two of the MAG projects totaling \$74 million that were ready to advertise in October 2008 and one project ready in January 2009 for \$20 million. This enabled the Arizona Legislature to sweep the funds from this region to assist with state budget issues, with the legislative understanding being that the funding swept would come off the top of the ADOT American Recovery and Reinvestment Act funds before the allocation is made in order to not penalize the MAG region.

Mayor Scruggs commented that as this request is made, she indicated that many believe very strongly that I-17 and I-10 are statewide issues. She said that the MAG region accepts the cost to maintain these interstates in the region from the MAG allocation.

Mayor Truitt seconded the motion.

Chair Neely recognized public comment from Mr. Ryan, who said that Mayor Cavanaugh and Mayor Scruggs were correct in their comments that I-10 and I-17 are national issues. He said that Regional Council members are team leaders, and when those members of the team – those who live in the towns – get stirred up, 60 percent of the state's population is stirred up. Mr. Ryan stated that he sees too much parochialism. He said that the cost of the market basket in this region is \$6 more than the country's average, and one of the reasons is I-10. Mr. Ryan stated that the Regional Council voted for 22 roadways onto I-10 west of the White Tank Mountains, and he asked how that will affect transportation in this area. He said that Regional Council members need to think before they have an item on the consent agenda with a unanimous vote. Mr. Ryan stated that each city has construction workers out of work, and many have companies such as Cavco that manufacture homes. He suggested that instead of giving money directly to poor countries to build clinic buildings, etc., have companies built structures here and ship them over. Mr. Ryan stated that the federal law needs to be changed to allow this. He stated that Arizona needs to work with California to reduce the traffic on I-10. Mr. Ryan mentioned a proposal years ago by John Shaw for a wide-bodied vehicle to go to ports. Mr. Ryan commented that everything is made in China and where do these goods arrive? To make venture capital possible, you have to give them air rights for rapid transit to the piers on the Pacific Ocean. Chair Neely thanked Mr. Ryan for his comments.

Chair Neely asked members if there was discussion of the motion.

Mayor Dunn expressed his agreement that I-10 and I-17 are vital routes for the state and the nation. The sooner we recognize their importance, we will enter the 21st century in as better light. Mayor Dunn stated that I-10 south is one of the most dangerous freeways in the country, and it is time ADOT steps up and addresses that. Mayor Dunn said that if we want to talk about credibility, it is time that ADOT recognizes that issue with the Gila River Indian Community and not ignore it.

Mayor Waterman stated that he thought MAG would be going down a slippery slope if SR-802 might not qualify.

Mayor Lane asked for clarification of the motion regarding projects #1, #2, and #3.

Mayor Scruggs explained that the motion says that the three projects would be completed, but that the allocation of funding be completed with the funding off the top of the ADOT funds and if that is done, the MAG region would get \$179 million. She stated that the three projects would still be completed, MAG would get more money, and we would get through the list of the 13 projects.

Mr. Zubia stated that given the motion, he would abstain on the vote. He indicated his agreement with comments on I-10 and I-17 and added that he still did not know why the three West Valley cities were required to pay half of the interest for a road of national significance. Mr. Zubia stated that this was a decision that he thought should have been looked at. Regarding the Gila River Indian Community, he felt that a solution was possible, but the Board has not had the opportunity for discussion with the Community. Mr. Zubia stated that he felt there was a commitment with the new administration and Councilman DiCiccio to finding a solution.

Chair Neely expressed her appreciation to Mr. Zubia and Mr. Flores for volunteering their valuable time to serve on the Board. She said that they heard a lot of passion at the table. Chair Neely stated that there was a lot of give and take in Proposition 400, and many people recall those discussions. Chair Neely expressed her hope to keep this moving and convey that \$46 million is a lot of money. It may be only one project, but it is a project that would be vital to this region.

With no further discussion, the vote on the motion passed, with Mr. Zubia and Mr. Flores abstaining.

7. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program for Funding from the American Recovery and Reinvestment Act of 2009

This item was removed from the agenda.

8. Transportation Planning Update

This item was not considered.

9. Proposed Strawman Option for a Revised Eight-Hour Ozone Nonattainment Area Boundary

Lindy Bauer, MAG Environmental Director, stated that last year, the Environmental Protection Agency had strengthened the eight-hour ozone standard. She reported that the Arizona Department of Environmental Quality (ADEQ) has been conducting a stakeholder process to discuss a Strawman Option for a Revised Eight-Hour Ozone Nonattainment Area Boundary. Ms. Bauer stated that the new boundary for the strawman option is much the same as the current boundary, but adds in some power plants, which she pointed out on a map, and includes the Harquahala power station, the Gila power station near Gila Bend, and the SRP power plant in the southeast valley. Ms. Bauer also noted that the boundary also includes the Queen Valley monitor, which has been going over the standard. She explained that the power plants are major sources, and if they want to expand, they will be required to show a net air quality benefit.

Ms. Bauer stated that comments are due to ADEQ by February 26, 2009, and in March, ADEQ is scheduled to make a recommendation to the Governor. She noted that by March 12, 2009, the Governor is required to make a recommendation to EPA. Ms. Bauer stated that if EPA makes any changes, it has until November 12, 2009, to provide notification of any modifications. She said that this is followed by EPA finalizing the ozone boundary designations by March 12, 2010, and a new air quality plan is due to EPA by 2013.

Chair Neely thanked Ms. Bauer for her presentation. She asked for clarification if MAG did nothing, which agency would make a recommendation. Ms. Bauer replied that if MAG did not make a recommendation, ADEQ would still be making a recommendation to the Governor.

Mayor Dunn moved to support the Proposed Strawman Option for a Revised Eight-Hour Ozone Nonattainment Area Boundary proposed by ADEQ. Councilmember Aames seconded.

Chair Neely recognized public comment from Mr. Ryan, who said that it was a team situation; if you reduce automobile pollution, you do not have to worry about power plants. He stated that the carbon footprint of a passenger on light rail is heavier than if that person traveled by car, because the power for that operation is made in the Four Corners area with the worst type of coal imaginable. Mr. Ryan commented on helping each other. He said that he attended a Board meeting where Victor Mendez reported twice that he was running out of money, and the Board did nothing. Mr. Ryan stated that Mary Peters said you cannot raise the 18-cent federal gas tax, which is where the money is, but have toll roads from here to Prescott. Mr. Ryan stated that the Regional Council needs to get together to raise the federal gas tax. He said not to do it here, because people will fill up on fuel before entering the state or wait until after they leave.

With no further discussion, the vote on the motion passed unanimously.

10. Legislative Update

Chair Neely stated that the bill summary chart was at each place and no report would be given.

11. 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.

Chair Neely acknowledged that the Town of Buckeye has slated its first park and ride. She congratulated Mayor Meck for moving forward on that.

Mayor Scruggs said that she would like for MAG to look into the laws mentioned by Mr. Zubia. She added that as we go into the legislative update, perhaps we can look at some bills that might be more helpful.

Chair Neely asked if Mr. Zubia and Mr. Flores would like to partner on this legislative process.

Supervisor Wilson stated that he wanted to ensure that projects are lined up to resubmit for funds not obligated in other areas.

Chair Neely said that she thought this was a great idea, and she believed there was going to be opportunities not only statewide, but nationally. She thanked Mr. Smith and told him that he and MAG staff were doing a great job.

Lt. Governor Manuel stated that before being elected, he was a Community Manager and sat on the MAG Management Committee for three years. Lt. Governor Manuel stated that Governor Rhodes will not be at Regional Council meetings and he would be representing the community. He expressed that the community is open to meeting with anyone on anything. Lt. Governor Manuel stated that the Community is a partner in Arizona and is moving forward. He expressed that the Community has concerns about a proposal in the Glendale/Peoria area and would like to speak with the Glendale and Peoria mayors on that issue.

Chair Neely expressed she was excited to have that involvement, which helps the region move more in sync with all needs. She thanked Lt. Governor Manuel for creating the opportunity to be involved. Chair Neely stated that she herself would be calling Lt. Governor Manuel because it is important to work through issues.

Mayor Meck stated that several members, both east and west, mentioned the word regional, and he appreciated that. He said that what is good for Buckeye is good for Mesa, and so on. Mayor Meck expressed that he was proud to be a part of the group because of that.

Chair Neely said that she felt Mayor Meck was exactly right, and she would encourage members to take off their city hats at Regional Council meetings from now on. She stated that MAG will be a better region by doing that.

Mayor Lopez Rogers stated that better communication with ADOT staff and MAG staff will help the connection with the State Transportation Board, and expressed her hope that the working relationship will improve with the new Director and we can move forward.

Mr. Smith noted that he and Mr. Anderson have met with the new Director and there is a positive relationship. He said that a meeting with himself, the ADOT Director, and the Pima Association of Governments Director is scheduled for March 2nd.

There being no further business, the Regional Council meeting adjourned at 7:05 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 17, 2009

SUBJECT:

Amendment of the FY 2009 MAG Unified Planning Work Program and Annual Budget to Accept FY 2009 Federal Highway Administration Planning Funding

SUMMARY:

Each year, MAG prepares a Unified Planning Work Program and Annual Budget that lists anticipated revenues for the coming year. Recently, the Arizona Department of Transportation notified MAG of the official amount of FY 2009 Federal Highway Administration Planning (PL) funding. An amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget is needed to include the additional award of \$134,537.35 for PL 2009.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: Amending the FY 2009 MAG Work Program and Annual Budget will make it possible for the funding awards to be utilized.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: Under MAG budget policies, "modifications causing the overall size of the budget to increase or decrease in total, require the approval of the Regional Council at a public meeting."

ACTION NEEDED:

Amend the FY 2009 MAG Unified Planning Work Program and Annual Budget to accept \$134,537.35 of FY 2009 Federal Highway Administration Planning Funding.

PRIOR COMMITTEE ACTIONS:

On March 11, 2009, the MAG Management Committee recommended amending the FY 2009 MAG Unified Planning Work Program and Annual Budget to accept \$134,537.35 of FY 2009 Federal Highway Administration Planning Funding.

MEMBERS ATTENDING

Rogene Hill for Charlie McClendon,
Avondale
Mark Pentz, Chandler
Matt Busby for George Hoffman,
Apache Junction
David Johnson for Jeanine Guy, Buckeye

Jon Pearson, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek
Pat Dennis for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation

* Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
David White, Gila River Indian
Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
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
Michael Celaya for Randy Oliver,
Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa
County
Mike Taylor for David Boggs,
Valley Metro/RPTA

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

CONTACT PERSON:

Becky Kimbrough, MAG Fiscal Services Manager, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 17, 2009

SUBJECT:

Consultant Selection for MAG Activity-Based Travel Forecasting Model Development (Phase I)

SUMMARY:

The FY 2009 MAG Unified Planning Work Program, approved by the MAG Regional Council in May 2008, includes the development of the first phase of the MAG Activity-Based Travel Forecasting Model. This development is a part of the ongoing contracts for on-call consulting services for transportation modeling with a corresponding task budget not to be exceeded of \$270,000.

A growing number of large Metropolitan Planning Organizations and other planning agencies around the country and world wide have initiated or completed this type of development for large regions, including Atlanta, Columbus, Denver, New York, Portland Metro, Puget Sound, San Diego San Francisco and a number of others metropolitan regions and states. Even though the current MAG Regional Model is adequate for ongoing planning tasks, it has limitations inherent in any four-step, trip-based model. In light of emerging planning challenges and new forecasting requirements, these limitations are widely debated and scrutinized by the planning and modeling community. Federal agencies issued a number of large research and development grants to facilitate and expedite these developments. MAG participates in this work. Activity-based models will dramatically expand the applicability of the modeling results in order to answer upcoming planning challenges. Some of the models are already fully operational and are utilized in the metropolitan planning processes, and others are under development.

On December 18, 2008, MAG issued a Request for Proposals to conduct the study to the consultants pre-qualified through the on-call support contractual process. In response, three proposals were received. Proposals were received from the following three consulting firms: AECOM Consult, Inc., Cambridge Systematics, Inc., and PB Americas, Inc. An eight-member multi-agency evaluation team reviewed and ranked the proposals. The evaluation team met on February 27, 2009, and recommended to MAG the selection of PB Americas, Inc. to conduct the development in an amount not to exceed \$270,000. In addition, the team recommended that if negotiations with PB Americas, Inc. on the task order are not successful, that MAG pursue negotiations with its second choice, Cambridge Systematics, Inc.

PUBLIC INPUT:

No public input was received.

PROS & CONS:

PROS: This project will enable MAG and MAG member agencies to ensure that emerging planning and travel forecasting needs are addressed in a timely manner and proper transportation modeling tools are available to support future transportation policy decisions and transportation projects evaluations.

CONS: Delaying the above work element could compromise efficiency of the transportation modeling work required for ongoing and future highway and transit projects and transportation policy decision evaluation. Due to the complex technical nature of the development, timely initiation of the project is important.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This project will dramatically improve modeling capabilities, will provide modeling tools for evaluation of transportation policies and projects that cannot be properly evaluated under assumptions of four-step trip-based travel forecasting models. It constitutes development of a new generation travel forecasting model needed for required accuracy and consistency of the forecasts.

POLICY: The development will enable evaluation and quantitative analysis of new transportation policies and projects and their impact on individual and household travel behavior. It will provide support for all planning business processes and will provide answers to policy decision makers that are impossible to obtain within the framework of the existing modeling tools.

ACTION NEEDED:

Select PB Americas, Inc. to conduct the MAG Development of Activity-based Travel Forecasting Model (ABM) - Phase I for an amount not to exceed \$270,000. If negotiations with PB Americas, Inc. are not successful, that MAG negotiate with its second choice, Cambridge Systematics, Inc., to conduct the project.

PRIOR COMMITTEE ACTIONS:

On March 11, 2009, the MAG Management Committee recommended the selection of PB Americas, Inc. to conduct the MAG Development of Activity-based Travel Forecasting Model (ABM) - Phase I for an amount not to exceed \$270,000. If negotiations with PB Americas, Inc. are not successful, that MAG negotiate with its second choice, Cambridge Systematics, Inc., to conduct the project.

MEMBERS ATTENDING

Rogene Hill for Charlie McClendon,
Avondale
Mark Pentz, Chandler
Matt Busby for George Hoffman,
Apache Junction
David Johnson for Jeanine Guy, Buckeye
Jon Pearson, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek
Pat Dennis for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
* Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
David White, Gila River Indian
Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
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
Michael Celaya for Randy Oliver,
Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa
County
Mike Taylor for David Boggs,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

An eight-member multi-agency evaluation team reviewed and ranked the proposals. The evaluation team met on February 27, 2009, and recommended to MAG the selection of PB Americas, Inc. to conduct the development in an amount not to exceed \$270,000. In addition, the team recommended that if negotiations with PB Americas, Inc. on the task order are not successful, that MAG pursue negotiations with its second choice, Cambridge Systematics, Inc.

Anne MacCracken, Valley Metro
James Mathien, Valley Metro Rail
Keith Killough, Arizona Department of
Transportation
Matthew Dudley, the City of Glendale

Raimundo Davolina, the City of Phoenix
Ratna Korepella, Valley Metro
Robert Yabes, the City of Tempe
Sarath Joshua, MAG

CONTACT PERSON:

Vladimir Livshits, MAG (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

Revised

DATE:

March 23, 2009

SUBJECT:

Conformity Consultation

SUMMARY:

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 (TIP). The proposed administrative modification involves several Arizona Department of Transportation projects as part of the American Recovery and Reinvestment Act, including projects on Interstate-10, Interstate-17, and US 60.

In addition, MAG is conducting consultation on a conformity assessment for a proposed amendment and administrative modification to the FY 2008-2012 MAG TIP. Since the mailout of the March 25, 2009 MAG Regional Council agenda, MAG received a request to add several projects as part of the American Recovery and Reinvestment Act regional portion for transit, including City of Phoenix Public Transit projects, Arizona Avenue Bus Rapid Transit, Country Club Drive and US 60 Park-and-Ride, East Valley Operations and Maintenance Facility Expansion and Upgrade, and Goodyear Park-and-Ride.

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. Comments on the conformity assessments are requested by March 25, 2009.

PUBLIC INPUT:

An opportunity for public comment on the March 10, 2009 conformity assessment was provided at the March 11, 2009 MAG Management Committee meeting and no public comments were received. In addition, no comment has been received on the March 23, 2009 conformity assessment.

PROS & CONS:

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

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

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment and administrative modification may not be considered until the consultation process for the conformity 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 March 11, 2009 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

Rogene Hill for Charlie McClendon, Avondale	Darryl Crossman, Litchfield Park
Mark Pentz, Chandler	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
Wayne Anderson for Usama Abujbarah, Cave Creek	John Kross, Queen Creek
Pat Dennis for B.J. Cornwall, El Mirage	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	John Little, Scottsdale
* Rick Davis, Fountain Hills	# Michael Celaya for Randy Oliver, Surprise
* Rick Buss, Gila Bend	Charlie Meyer, Tempe
David White, Gila River Indian Community	Reyes Medrano, Tolleson
George Pettit, Gilbert	Gary Edwards, Wickenburg
Jessica Blazina for Ed Beasley, Glendale	Lloyce Robinson, Youngtown
John Fischbach, Goodyear	John Halikowski, ADOT
RoseMary Arellano, Guadalupe	Kenny Harris for David Smith, Maricopa County
	Mike Taylor for David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

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

March 23, 2009

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Patrick Cunningham, 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 AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-
2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment and administrative modification involves several projects as part of the American Recovery and Reinvestment Act regional portion for transit projects, including City of Phoenix Public Transit projects, Arizona Avenue Bus Rapid Transit, Country Club Drive and US 60 Park-and-Ride, East Valley Operations and Maintenance Facility Expansion and Upgrade, and Goodyear Park-and-Ride. Comments on the conformity assessment are requested by March 25, 2009.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies 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
Mark Hodges, Arizona Department of Transportation
Michelle Conkle, Arizona Department of Transportation

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

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

Transit Projects - TIP FY2008-2012 Amendment & Administrative Modification

PROJ #	Agency	FTA ALI #	Project Location	Project Description	Fiscal Year	Local Cost	STP-Flex	5307	Federal - ARRA	Total Cost	Requested Change	Conformity Assessment
AVN09-803T	Avondale	11.31.04	Avondale Blvd/I-10	Park-and-Ride site selection	2009	NA	NA		\$ 250,000	\$ 250,000	Amend - New Project - 100% funded with ARRA funds.	The new project is considered exempt under the category "Planning and technical studies." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
GDY06-204T	Goodyear	11.33.04	I-10/Litchfield Rd	Construct regional park-and-ride (I-10/Litchfield)	2009	\$ 508,666	\$ 2,034,665		\$ 1,083,602	\$ 3,626,933	Admin Mod: ARRA funding is added to the project.	A minor project revision is needed to increase and change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
MES10-809T	Mesa	11.33.04	Country Club/US 60	Park-and-Ride construction	2009	NA	NA		\$ 9,400,000	\$ 9,400,000	Admin Mod: ARRA funding will replace the 5309 and regional funding.	A minor project revision is needed to change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX09-837T	Phoenix	11.23.01	Bell Rd/SR-51	Bus access crossover	2009	NA	NA		\$ 640,070	\$ 640,070	Amend - New Project - 100% funded with ARRA funds.	The new project is considered exempt under the category "Intersection channelization projects." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX10-818T	Phoenix	11.34.01	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	2009	NA	NA		\$ 5,000,000	\$ 5,000,000	Upgrade the transit center including shading techniques, hardscape and landscape improvements, building upgrades, links between all passenger areas and signage are integral to the site. (Complete September 2010)	The new project is considered exempt under the category "Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX08-705T	Phoenix	11.33.04	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	2009	NA	NA		\$ 5,500,000	\$ 5,500,000	7.7-acre park-and-ride to include the following: Approximately 500 covered parking spaces, landscaping/irrigation, lighting, surveillance cameras, security building, passenger platform, 29 th Avenue Street improvements, and a direct connection for buses to the SB I-17 on-ramp and "transit-only" lane. The project site is located at the SWC of the Happy Valley Road/I-17 interchange in North Phoenix. (Open December 2010)	The new project is considered exempt from regional emissions analysis under the category "Bus terminals and transfer points" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX09-838T	Phoenix	11.34.04	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	2009	NA	NA	NA	\$ 3,000,000	\$ 3,000,000	This project will entail the expansion of the overcrowded Pecos/40th Street Park-and-Ride located at the NWC of this intersection. It will include the following design features: Approximately 300 additional covered parking spaces, Street and canopy lighting, Additional CCTV monitoring that should be routed to and monitored from the existing Security Building, Landscaping, sidewalks and irrigation, Expansion should match existing phase 1 as much as possible and take into account any upgrade required to make the two phases function as one. Open July 2010	The new project is considered exempt from regional emissions analysis under the category "Bus terminals and transfer points" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX09-611T	Phoenix	11.7A.00	Regionwide	Preventive Maintenance	2009	\$ 1,312,799	NA	\$ 5,251,196	\$ 5,400,000	\$ 11,963,995	This project will entail preventive maintenance for fixed route bus operations. The project will include preventive maintenance beyond that which is currently federally funded.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

PROJ #	Agency	FTA ALI #	Project Location	Project Description	Fiscal Year	Local Cost	STP-Flex	5307	Federal - ARRA	Total Cost	Requested Change	Conformity Assessment
PHX09-839T	Phoenix	11.42.08	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	2009	NA	NA	NA	\$ 300,000	\$ 300,000	Acquire a complete software system designed to maintain up-to-date inventories of bus stops and their amenities. Complete December 2009	The new project is considered exempt under the category "Planning activities conducted pursuant to titles 23 and 49 U.S.C." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX09-840T	Phoenix	11.32.10	Citywide	Bus Stop Improvements	2009	NA	NA	NA	\$ 4,321,217	\$ 4,321,217	Install bus stop amenities at bus stops throughout Phoenix. Complete July 2012	The new project is considered exempt under the category "Construction of small passenger shelters and information kiosks." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX09-841T	Phoenix	11.34.04	Regionwide	LRT Park and Ride Shade Canopies	2009	NA	NA	NA	\$ 5,000,000	\$ 5,000,000	Install shade canopies at existing LRT park-and-rides in Phoenix. Complete July 2010	The new project is considered exempt under the category "Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT10-807T	RPTA	11.22.01	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	2010	NA	NA		\$ 2,500,000	\$ 2,500,000	Admin Mod: In the TIP, the project is currently split into two phases (2010 and 2011). The first project (VMT10-807T) will need to be changed to reflect \$2.5M TOTAL ARRA funds for ROW with service beginning in July 2010. Planned service is 15 one-way miles (30 round trip).	A minor project revision is needed to change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
VMT10-807T	RPTA	11.23.01	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	2010	NA	NA		\$ 12,500,000	\$ 12,500,000	Admin Mod: In the TIP, the project is currently split into two phases (2010 and 2011). The first project (VMT10-807T) will need to be changed to reflect \$2.5M TOTAL ARRA funds for ROW with service beginning in July 2010. Planned service is 15 one-way miles (30 round trip).	A minor project revision is needed to change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
SCT09-803T	Scottsdale	11.33.04	Loop 101/Scottsdale Rd	Park-and-Ride construction	2009	NA	NA		\$ 5,000,000	\$ 5,000,000	Admin Mod: ARRA funding will replace the 5309 and regional funding and not be in addition to it.	A minor project revision is needed to change the type of funding. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
TMP09-806T	Tempe	11.41.03	East Valley Operations and Maintenance Facility	Expansion/Updgrade	2009	NA	NA		\$ 6,500,000	\$ 6,500,000	Amend - NEW Project: The expansion will only use 100% ARRA funding and needs to be listed as a new project: construction of additional bus parking; bus shade structures; installation of equipment upgrades to better meet the needs of the new generation of regional buses; complete the expansion of the CNG fueling capacity; construction of bio-diesel fueling station; install additional security cameras; install improvements to meet employee needs; and to construct an additional shaded defueling facility.	The new project is considered exempt under the category "Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 17, 2009

SUBJECT:

2009 MAG Human Services Coordination Transportation Plan Update

SUMMARY:

The federal Safe and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) programs for underserved populations: the Elderly Individuals and Individuals with Disabilities Program (Section 5310); the Job Access and Reverse Commute (JARC) Program (Section 5316); and the New Freedom Program (Section 5317). MAG has developed this coordination plan each year in compliance with this requirement since 2007. The MAG Regional Council approved the 2008 Plan in January 2008. The 2009 MAG Human Services Coordination Transportation Plan Update was recommended for approval by the MAG Human Services Technical Committee on February 12, 2009.

PUBLIC INPUT:

The plan was created by engaging human services transportation stakeholders. Public meetings were held on December 8, 2008, and January 27, 2009. Feedback from stakeholders was incorporated into the plan update. An opportunity for public input at the committee level was offered at the MAG Human Services Technical Committee meeting on February 12, 2009, and at the MAG Management Committee meeting on March 11, 2009. No input was offered at these meetings.

PROS & CONS:

PROS: Coordinating human services transportation will make programs more efficient and will serve more people. Lack of coordination results in wasted resources, inefficient use of time and vulnerable people receiving poor quality service, or in the worst case, being left in dangerous circumstances.

CONS: There are no anticipated negative effects.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: According to SAFETEA-LU regulations, a coordinated human services transportation plan must be in place so that JARC, New Freedom and 5310 funds may be drawn down. This plan has been developed by a diverse group as mandated by federal regulations. Setting forth clear expectations will help to build a strong foundation for more intensive coordination in the future.

According to FTA guidance, the plans specifically include the following: an assessment of available services that identifies current providers (public, private, and non-profit); an assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes; strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

POLICY: Lack of coordination can result in lower productivity, wasted resources and lower quality services for a very vulnerable population. Elderly, people with disabilities and people with low incomes are significantly affected by human services transportation. Ultimately, this service is not about buses, vans or cars but the quality of life people experience when they have access to medical care, employment

and a good support system. Improving human services transportation coordination will result in better access to these opportunities and better utilization of existing resources. The first plan in 2007 helped improve coordination through strategies focused on communication. The 2008 plan update focused on standardizing operations at the agency level to facilitate better coordination. The 2009 plan update strives to maximize the capacity of the current system through coordination.

ACTION NEEDED:

Approval of the 2009 MAG Human Services Coordination Transportation Plan Update.

PRIOR COMMITTEE ACTIONS:

The MAG Management Committee recommended the plan update for approval on March 11, 2009.

MEMBERS ATTENDING

- | | |
|---|---|
| Rogene Hill for Charlie McClendon, Avondale | Christopher Brady, Mesa |
| Mark Pentz, Chandler | Jim Bacon, Paradise Valley |
| # Matt Busby for George Hoffman, Apache Jct. | Carl Swenson, Peoria |
| David Johnson for Jeanine Guy, Buckeye | Frank Fairbanks, Phoenix |
| Jon Pearson, Carefree | John Kross, Queen Creek |
| Wayne Anderson for Usama Abujbarah, Cave Creek | * Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| Pat Dennis for B.J. Cornwall, El Mirage | John Little, Scottsdale |
| Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation | # Michael Celaya for Randy Oliver, Surprise |
| * Rick Davis, Fountain Hills | Charlie Meyer, Tempe |
| * Rick Buss, Gila Bend | Reyes Medrano, Tolleson |
| David White, Gila River Indian Community | Gary Edwards, Wickenburg |
| George Pettit, Gilbert | Lloyce Robinson, Youngtown |
| Jessica Blazina for Ed Beasley, Glendale | John Halikowski, ADOT |
| John Fischbach, Goodyear | Kenny Harris for David Smith, Maricopa Co. |
| RoseMary Arellano, Guadalupe | Mike Taylor for David Boggs, Valley Metro/RPTA |
| Darryl Crossman, Litchfield Park | |

The MAG Human Services Technical Committee recommended the plan update for approval on February 12, 2009.

MEMBERS ATTENDING

- | | |
|---|--|
| Carl Harris-Morgan, Town of Gilbert, Chairman | CJ O'Connor for Jim Knaut, Area Agency on Aging |
| + Bob Baratko, City of Surprise | * Margarita Leyvas, Maricopa County |
| Kathy Berzins, City of Tempe | * Joyce Lopez-Powell, Valley of the Sun United Way |
| * Kyle Bogdon, DES/ACYF | Paul Ludwick, City of Scottsdale |
| Patti Evans, City of Goodyear | Steven MacFarlane, City of Phoenix |
| * Stefanie Garcia, City of Chandler | Doris Marshall, City of Phoenix |
| * Paige Garrett, Quality of Life Community Services, Inc. | * Jayson Matthews, Tempe Community Council |
| Laura Guild, DES/CPIP | + Joy McClain, City of Tolleson |
| * Jeffery Jamison, City of Phoenix | Sylvia Sheffield, City of Avondale, Vice Chair |
| Tim Cole for Deanna Jonovich, City of Phoenix | + Carol Sherer, DES/DDD |

+Those members present by audio/videoconferencing.
*Those members neither present nor represented by proxy.

CONTACT PERSON:

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

Maricopa Association of Governments Human Services Coordination Transportation Plan



2009 Update



National winner of the 2009 United We Ride
Leadership Award for major urbanized areas





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Executive Summary

The successful coordination of human services transportation results in people moving more easily throughout the region. This means more people are connected to critical life supports like employment, education, and medical care. This is particularly important for older adults, people with disabilities, and people with low incomes who may not be able to access the same transportation options as others in the region. While these three groups are the focus of this coordination plan, the strategies presented will benefit all groups.



This region has been particularly successful in coordinating human services transportation. In March 2009, the Federal Transit Administration bestowed the United We Ride Leadership Award for major urbanized areas to the Maricopa Association of Governments Human Services Coordination Transportation

Planning Program. The award was given on the basis of the 2007 MAG Human Services Coordination Transportation Plan and the 2008 Update. This honors the leadership and innovation shown by this region as an example for the rest of the country.

The impetus to develop a coordinated human services transportation plan comes from federal legislation that funds transportation programs, or Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Through this requirement, any applicant of three federal funding sources must demonstrate compliance with a locally derived coordination plan. The three affected funding sources are Section 5310, or the Elderly Individuals and Individuals with Disabilities Transportation Program; Section 5316, or Job Access and Reverse Commute; and Section 5317, or New Freedom.

In this region, the Maricopa Association of Governments (MAG) is responsible for developing the coordination plan. The City of Phoenix and the Arizona Department of Transportation both support this planning process financially and as active partners. Special thanks are also extended to the Virginia G. Piper Charitable Trust for its support of the Transportation Ambassador Program. A number of stakeholders representing public, private and nonprofit organizations

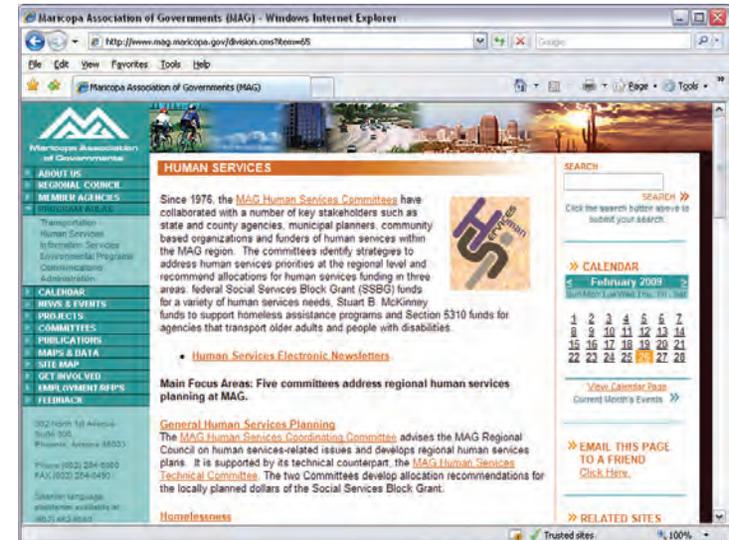


Maricopa Association of Governments Human Services Coordination Transportation Plan – 2009 Update

contribute their time and expertise to ensure the MAG coordination plans are responsive to current needs and poised for impact. A list of participants is included at the end of this plan.

As required by SAFETEA-LU, this plan provides an inventory of current services, an assessment of the gaps that exist, and a prioritized listing of strategies to address needs. Demographics on the three target populations are also presented. An effective coordination practice has been highlighted in order to promote replication of successes. There are four strategies offered for implementation in this plan. They are as follows:

- Maximize resources and reduce unused capacity by rewarding Section 5310 applicants who request shared vehicles.
- Complete an inventory of travel training programs in the region.
- Develop a mechanism for matching agencies that have capacity to offer more trips with agencies needing transportation for their clients, as well as other people in need.
- Encourage and award applicants that have participated in the development and implementation of



the MAG Human Services Coordination Transportation Plans as evidenced by their inclusion in the plans' participant lists, as well as those projects that promote the United We Ride goals to improve efficiency, effectiveness and quality.

For more information on this coordination planning process, please contact DeDe Gaisthea at (602) 254-6300 or by e-mail at dgaisthea@mag.maricopa.gov.

Previous plans and other regional human services activities may be accessed at the MAG Web site by visiting the following link:

<http://www.mag.maricopa.gov/division.cms?item=65>.



Introduction

The purpose of coordinating human services transportation is to make equitable transportation solutions available to all people in the region. Older adults, people with disabilities, and people with low incomes are a particular focus because these groups historically have been transportation disadvantaged. To this end, the Maricopa Association of Governments (MAG), in partnership with the Arizona Department of Transportation (ADOT) and the City of Phoenix, develops annual plans to coordinate human services transportation. Many stakeholders assist with their development and implementation. These plans will only move from paper to practice with broad community support and dedication to ensure that all residents may move more easily throughout the region.

The coordination plans are developed in response to federal legislation requiring that applicants of federal funding sources comply with a locally derived plan. MAG was one of the first areas in the country to publish a plan in 2007. Since that first plan, this region has been considered a model with membership on the steering committee for the National Resource Center for Human Services Transportation and requests to present across the country. This document will offer a detailed explanation of the previous plans, the enabling

legislation, the funding sources affected, and the roles of those involved with this work. Next, progress on the 2008 plan will be offered to ensure accountability.

Every coordination plan is required to contain the following elements: an inventory of resources and services available, an assessment of the gaps in care that exist in the region, the presentation of strategies to address these gaps, and the prioritization of activities to be supported during implementation of the plan. This plan offers these same elements. In addition, useful coordination practices will be highlighted in an effort to encourage their replication. A list of participants who supported the development and implementation of the plan is included in the attachments. Please refer to the inventory of all human services transportation programs in the region attached at the end of the report.

Through these partners and programs, the lives of this region's most vulnerable residents may be sustained and improved. This planning process is indebted to many people and organizations. In particular, the City of Phoenix and the Arizona Department of Transportation should be recognized for their generous financial support of this effort. Appreciation is also extended to the Virginia G. Piper Charitable Trust for its investment in the success of the Transportation Ambassador Program.

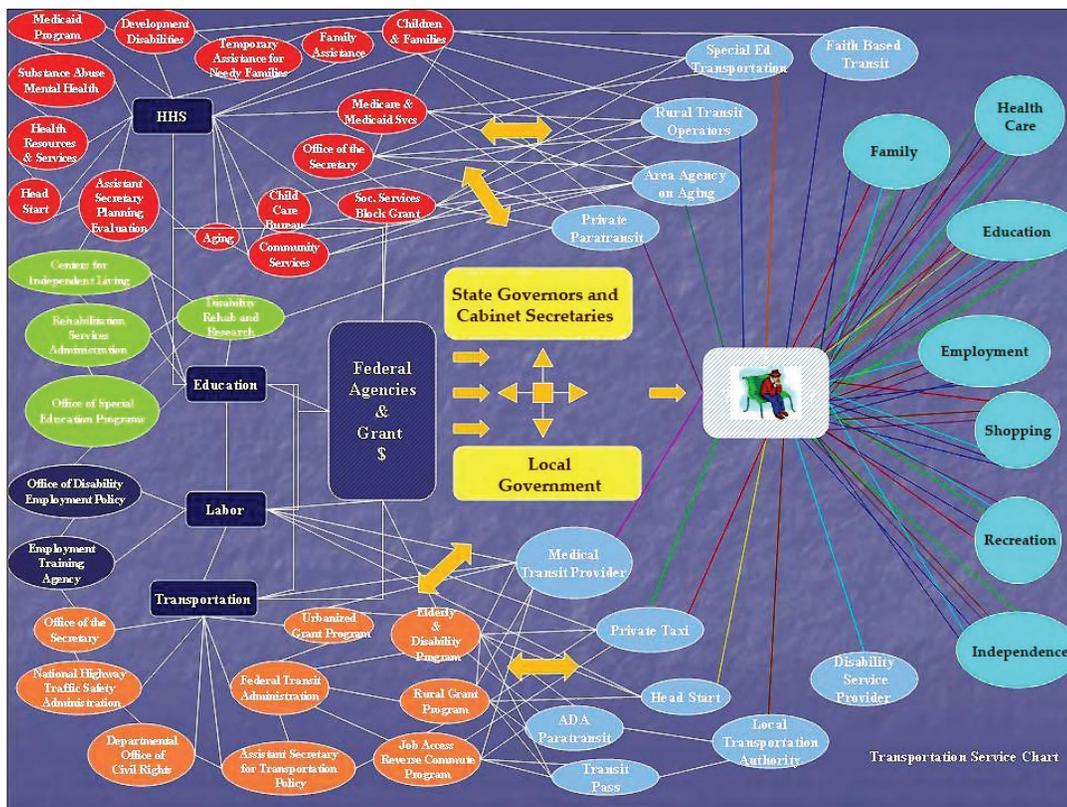


Background

The Initiating Executive Order

The need for the coordination of human services transportation is not new. Veterans in the field will heartily attest to the inefficiencies and gaps wrought when programs overlap and funding and regulations confuse rather than support these programs. The

catalyst for recent efforts came when President Bush signed Executive Order 13330 in 2004 creating the Interagency Transportation Coordinating Council on Access and Mobility (CCAM). He tasked the council with coordinating the 62 different federal funding sources that provided human services transportation funding across nine departments. To this end, the council required these nine departments to report back with information about the most useful coordination practices, recommendations for reducing redundancy, and to demonstrate progress made in simplifying access and improving the effectiveness of human services transportation. This task was no small endeavor, as the chart to the left illustrates the maze of funding confronting the council.



Explanation of Affected Funding Sources

Four funding sources are particularly relevant to this coordination plan. In the quest to sort out the maze of funding shown above, federal legislation firmly connected the impetus to coordinate with the ability to draw down federal dollars to support local programs. The following is a description of this federal legislation followed by the grant programs affected by it.

SAFETEA-LU

One year after President Bush initiated coordination activities through the launch of CCAM, he signed the



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reauthorization of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This bill provided \$286.4 billion to support federal surface transportation programs for five years through FY 2009. The bill is scheduled to be reauthorized by October 1, 2009. The last reauthorization included a 46 percent increase for transit programs. This expanded support resulted in several new measures, including a focus on mobility management, the transition of the Job Access and Reverse Commute (JARC) grant to a formula program, the creation of the New Freedom program, and the introduction of a coordination requirement in order to receive funding. JARC and New Freedom will be explained in more detail later in the plan.

The requirement to develop coordination plans launched the country into action. Everywhere, regions started developing plans for the purpose of attaining federal dollars. While each plan reflects the nuances of the region, every plan conducts an inventory of existing resources, an assessment of the gaps, and the prioritization of strategies to meet these needs. This region was one of the first to release a plan in 2007. This supported the region in also being one of the first areas to receive a mobility management award through Section 5310. The 2007 plan was met with national acclaim and facilitated the appointment of a regional representative

on the steering committee of the National Resource Center for Human Services Transportation.

At the federal level, the coordination effort crystallized into the United We Ride initiative. The Federal Transit Administration (FTA) in collaboration with other federal agencies such as the Departments of Health and Human Services, Education, and Labor, has outlined three goals to coordinate human services transportation:

1. Provide more rides for the targeted population(s) with the same or fewer resources
2. Simplify customer access to transportation
3. Increase customer satisfaction

Statewide efforts were reflected through the Arizona Rides Executive Order signed by Governor Janet Napolitano in 2005.



The order created the Arizona Rides Council which worked on coordination activities until its sunset at the end of 2008. The council and related activities were hosted by the Arizona Department of Transportation (ADOT). ADOT's continuing coordination activities will be discussed in more detail later in the plan.

Section 5310

Started in 1975, the Elderly Individuals and Individuals



Federal programs are designed to support the transportation needs of older adults, people with disabilities and those with low income.

with Disabilities Transportation Program, or Section 5310, is a capital award program offering vans, related equipment and limited mobility management funds. The goal is to improve mobility for older adults and people with disabilities. Nonprofit agencies, public organizations in the absence of nonprofit agencies, and tribal governments or related agencies are eligible to apply. In this region, roughly 20 agencies receive awards in the sum of \$1 million each year. More than \$3 million comes into the state annually.

The awards may support a wide range of trips, including medical appointments, education, training, and nutrition, and other activities such as shopping. The vehicles' primary use, or the majority of the trips, must be to transport people and not deliver items such as meals. The target population is anyone over the age of 60 or people of any age with a disability. Recent changes to the program include the award of mobility management grants as noted earlier, the requirement to comply with local coordination plans, and the decrease of the agency match required. The federal match rate has been increased from 80 percent to 90 percent to make the program more affordable in difficult financial times. Participating agencies now pay 10 percent match in addition to the administrative fees. Section 5311 offers a similar program in the rural areas of the state.

Section 5316

Job Access and Reverse Commute (JARC), or Section 5316, strives to meet the transportation needs of low-income workers, or improving access to jobs. Many entry level jobs offer differential pay for working a second or third shift which may not coincide with transit schedules. This increase in pay, combined with transportation, can be a powerful tool in ending poverty. The reverse commute goal of the program is fulfilled by transporting low-income workers from more affordable housing in the central core to new employment opportunities in suburban areas. All individuals served must be at 150 percent of the federal poverty level or less. For a family of four, this means earning \$21,200 a year or less.

JARC, like Section 5310, is a competitive grant program. In the past, JARC was awarded on a discretionary basis. The last reauthorization of SAFETEA-LU changed this grant into a formula program with 60 percent of funds allocated to areas with populations of 200,000 or more. Twenty percent is allocated to areas with fewer than 200,000 people with the balance going to non-urbanized areas. Under this formula, the MAG region receives more than \$1.4 million each year. This funding supports a variety of programs such as transit voucher programs, late-night and weekend service, and shuttles to work. All projects must demonstrate compliance with the regional coordination plan.



Section 5317

New Freedom, or Section 5317, is the newest of the three grant programs affected by the coordination requirement. Created in 2005, this program spurs agencies to go beyond the Americans with Disabilities Act of 1990. This includes travel training programs for people with disabilities, and innovative programs like utilizing volunteers to transport the target population. While this is the newest program, it is also the smallest of the three programs with just more than \$800,000 coming into the region. The funds are allocated according to the same formula distribution as JARC funds.



Roles

Many diverse stakeholders are vital to the success of these coordination efforts. The participant list identifies the organizations that have helped to implement the previous plans and to develop this plan update. In addition, new partners like the Virginia G. Piper Charitable Trust have helped launch initiatives like the Transportation Ambassador Program. Other agencies like the Arizona Department of Economic Security (DES) and programs like the Arizona Health Care Cost Containment System (AHCCCS) are encouraged participants at the federal level and valuable resources at the regional level.

The coordination activities center around three primary partners. These include the Maricopa Association of

Governments (MAG), the Arizona Department of Transportation (ADOT), and the City of Phoenix. The following is a description of the partners' roles and related responsibilities.

MAG

In June 2006, the MAG Regional Council approved MAG to develop the coordination plans in response to the new SAFETEA-LU regulations. This new focus reinforced feedback gathered from local focus groups in 2005 that residents wanted more coordination among agencies in order to enhance service delivery. Efforts were already underway to survey regional human services transportation providers. This effort analyzed elements like the type of service provided, eligibility requirements, geographic area served, and financing. The survey indicated that more than nine million vehicle miles are provided each year by non-profit, public and for-profit organizations.

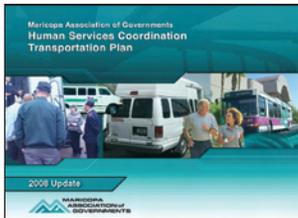


Since this initial work, MAG has developed and supported the implementation of two plans prior to the current update. The first plan in 2007 focused on establishing a good communication foundation to augment more intensive strategies to come in the future.

The plan may be accessed here:

<http://www.mag.maricopa.gov/detail.cms?item=7467>.

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The second plan, released in 2008, promoted strategies to help standardize operations, thus putting agencies in a better position to coordinate with each other. Progress will be reported on each of the strategies later in this document. The full plan may be accessed here: <http://www.mag.maricopa.gov/detail.cms?item=8111>.

Partners, the public, and the people affected by the planning process are actively engaged at each step. Hundreds of people have shared their experiences and insights. This feedback carries significant weight as all projects competing for funding from Section 5310, 5316 and 5317 must be in compliance with these plans.

In addition to developing the coordination plans, MAG facilitates the Section 5310 application process for the region. The MAG Elderly and Persons with Disabilities Transportation Program Committee evaluates the applicants and develops a priority listing of projects. Once the MAG Regional Council has taken action, the list is forwarded to ADOT.



ADOT
ADOT coordinates statewide coordination activities and supports regional efforts. The latter is achieved in part by providing funding to MAG for coordination planning activities. ADOT is also responsible for apply-

ing for Section 5310 and 5311 funding from the Federal Transit Administration. MAG's priority listing of applicants is part of this application. Per federal regulation, any projects included in ADOT's application to the FTA must be in compliance with MAG's coordination plans. Once the awards are received, they contract with the agencies awarded through these funding sources and monitor their compliance throughout the term of the grant or the life of the vehicle.

In addition, the Governor appointed ADOT as the designated recipient for the rural Section 5316 and 5317 applicants within this region and in the rest of the state. The application process for the areas considered to be rural in this region used to be administered separately from the urban area applications. Now, the City of Phoenix coordinates with ADOT to administer the two applications together. Training for applicants is offered with the Section 5310 training offered by MAG. The same panel evaluates both rural and urban 5316 and 5317 applications.

City of Phoenix

The City of Phoenix is a critical partner in the coordination planning process. Historically, it has been the designated recipient for JARC funding for the urban areas in the region. When New Freedom





funding became available, Governor Napolitano appointed the City to become the designated recipient for this new funding source as well. The City has combined their evaluation process for urban Section 5316 and 5317 with the rural applications on behalf of ADOT. A Phoenix representative also serves on the MAG committee that evaluates the Section 5310 applications. This helps to ensure a seamless working relationship and good collaboration among all three funding sources and partners.

The City of Phoenix also provides funding to support staffing for the coordination planning process. In addition, Phoenix staff is an active partner to develop and implement the coordination plans. Their participation provides a staunch base of support that ensures the plans may be implemented quickly and effectively. Such partners facilitated a successful implementation of the 2008 Plan as the next section will illustrate.



Progress on the 2008 Plan

The first plan published in 2007 laid the foundation for successful coordination activity by improving communication among the nonprofit agencies, transportation agencies and the general public. This success also fueled the effective implementation of the second plan published in 2008. Progress was made on the five goals as follows:



1. Transportation Ambassador Program

Outcome measure: This program will connect people from the community with standardized travel training, sensitivity training, and information about human services transportation resources. Ambassadors will be kept current through monthly e-mails, quarterly sub-regional meetings and an annual regional meeting to celebrate the efforts of the ambassadors. Pending the acquisition of funding, incentives such as free bus passes will be given to the volunteers as incentives for participation in the program.

Progress: This program has been made possible through the generous sponsorship of the Virginia G. Piper Charitable Trust. Funding from the Federal Transit Administration has assisted with the implementation of this project as well. To date, two of the quarterly meetings have been held. Although the program year is only

half over, 75 out of the projected 100 participants have attended the meetings. Thanks to a survey administered to stakeholders as the program was launching, the meetings have offered trainings and information relevant to human services transportation stakeholders. Such topics have included how to create sustainable programs, sensitivity training, and transit updates. A monthly newsletter keeps all participants connected and informed about changes that impact them.

2. Standardized Driver Training

Outcome measure: Drivers from nonprofit and for-profit agencies, whether volunteers or paid staff, will have the opportunity to complete free online trainings for a certificate of completion. The training will address key areas that will enhance the quality of service people receive. This will include client transfer and handling, especially in wheel chairs.

Progress: The Arizona Department of Transportation (ADOT) has expanded their training program to include free online driver training. The new training will launch in Spring 2009. All stakeholders will be able to access the training at no charge. Trainings that require more hands-on-instruction like client transfers in wheelchairs will be addressed more effectively by increasing the number of in-person trainings throughout the year. ADOT has arranged for this increase to be available statewide.



3. Standardized Coordination Policies

Outcome measure: Templates for standardized policies about coordination will be developed and made available to agencies providing human services transportation programs. Different requirements from funders will be taken into account when developing the templates. Feedback from the agencies affected, ADOT, and community partners will be used to develop the templates. Agencies receiving funding Sections 5310, 5316 or 5317 will be required to have a coordination policy using the templates as a guide.



Progress: The coordination policy template has been completed and distributed. It was developed with feedback from stakeholders and addresses the fundamental elements that will facilitate better coordination among agencies. The Sections 5310, 5316 and 5317 applications and/or evaluation panels will all address the implementation of the coordination policies with the applicants in 2009. In 2010, the applicants will be evaluated on the success of the implementation. The sample human services coordination policy is included as an attachment at the end of this report.

4. Need and Demographic Tracking

Outcome measure: The online directory for human services transportation resources is being implemented by AZ211. In order to offer the most appropriate

information about resources, the system will also inquire about a person's demographics such as age, income, level of assistance needed, disability status and residence. Instruction on how to use the directory will be provided on the Web site, to all ambassadors, and to the general public through AZ211's outreach efforts. In addition, the system will track the unmet needs of the user by asking if the resources presented met the user's needs. If the resources are not appropriate, the system will track reasons such as lack of availability or outside the service delivery area and ineligible. The data gleaned will be tracked, reported and used to assess gaps and to develop new programs. As AZ211 expands its service to include a call center, there will be additional support available. The system will be marketed through mainstream venues such as community cable stations, the network of human services and transportation providers and MAG member agencies.



Progress: State funding for AZ211 has been completely eliminated. This goal is not attainable as planned. MAG will continue to keep an accurate inventory of services available in the region and to make this available to the public.



Valley Metro provided training about transit and paratransit services.

5. Travel Training for Older Adults and People with Disabilities

Outcome measure: Free, standardized travel training will be provided to assist people in using public transit options. Training is currently available to older adults through a variety of sources, including, but not limited to, regional entities like Valley Metro/RPTA, statewide agencies such as the Arizona Department of Economic Security's Rehabilitation Services Administration, and municipalities like the City of Glendale. This strategy supports the expansion of Valley Metro's new travel training program for people with disabilities, including people with visual impairments, as supported by a Section 5317 grant. As available, the training will be given by certified orientation mobility instructors. People with disabilities may be used to mentor those receiving the travel training, but will not serve as instructors unless they are certified. Emphasis in the training will be placed on helping people use the bus, or the fixed route system. Awareness will also be raised about alternative options such as deviated fixed route services which are buses that deviate their route to pick up people at their residence within a limited geographic area from the fixed route service. If these options do not meet the needs of people receiving the training, then paratransit options will be presented. If the person is Americans with Disability Act eligible, then they will be assisted to apply for services and benefits.

Progress: Valley Metro/RPTA has expanded its travel training program for older adults and added a program for people with disabilities. These programs were made available with section 5317 grants. Trainings are offered by instructors with peer mentors as available. Training participants receive information about transit and paratransit services. People who may be eligible for the Americans with Disabilities Act are given information to apply for appropriate benefits. To date, 44 presentations to 630 older adults and 26 field trips with 116 older adults have been offered.



The next section will offer demographics of the people impacted by the implementation of these goals.



Demographics

Demographics play an important role in determining the strategies with the most potential to make an impact. A good analysis of the data can result in goals being better informed and more responsive to the nuances of the region. For example, many consider Arizona to be a retiree state. The data indicate that the average age of residents in this region is actually younger than the national average at 33.7 years. The 2007 American Community Survey also reports the region's households to be slightly larger and more affluent than the national average. That being said, there are many older adults, people with disabilities and people with low incomes in this region who need better access to human services transportation.

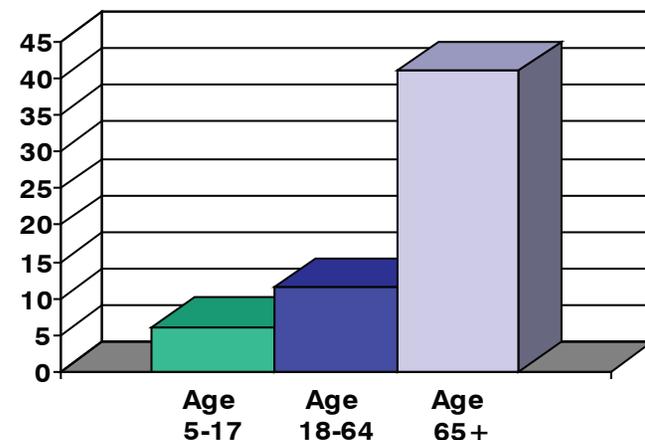
Overall, there are 3.7 million people in this region according to the 2007 American Community Survey. This figure has burgeoned after years of rapid population growth. MAG socioeconomic projections indicate that the population will continue to increase, and by the year 2020, there will be five million people living here. By 2030, that figure is estimated to increase to more than six million people. Everything happens according to scale, so these projected population increases dramatically affect coordination planning. As numbers increase, the diversity of need and the complexity of ser-

vice delivery increase as well. The following represents a glimpse of the demographics shared by older adults, people with disabilities and people with low incomes.

Older Adults

Of the region's population, 15 percent are age 60 and older. This number is estimated to increase to 26 percent by the year 2020. While today's older adults are healthier and can expect to live longer, challenges remain. Given the current economic climate, many are seeing their savings vanish, and as a result, will need to work longer than expected. This may increase needs for transportation as their need to work outlasts their ability to drive safely. The chart below indicates the percentage of people who experience disabilities in three distinct age ranges. As illustrated, the rate

Rate of Disabilities by Age in the MAG region



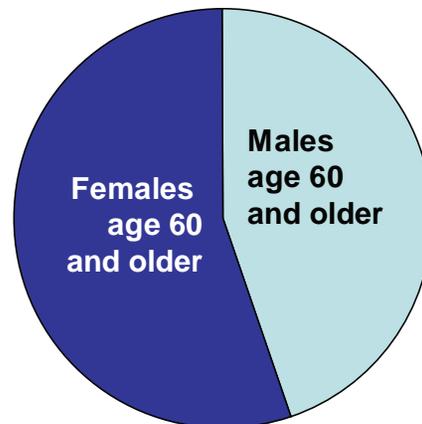


of disabilities increases steadily as people age. Five percent of youth under the age of 17 years old experience disabilities, compared to more than 40 percent of people age 65 and more.

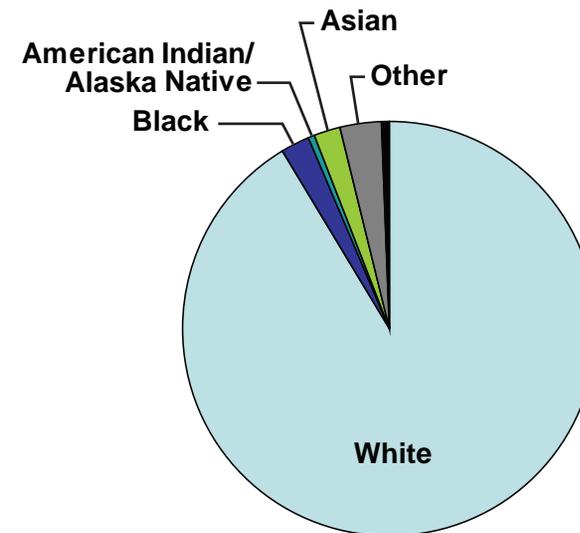
Longer life expectancy, increasing disability rates, and the need for income all affect transportation. In addition, the time after retirement is increasingly viewed as time for a second career even when income is not an issue. Older adults are demanding more from their golden years. Mobility is one essential tool to ensure they can maintain an active lifestyle. The following charts report basic demographics data as reported by the 2007 American Community Survey on people in this region age 60 and older. To view the complete demographic table, please refer to **Attachment C**.



Gender of people age 60 and older in the MAG region



Race of people age 60 and older in the MAG region



People with Disabilities

While older adults represent the majority of those with a disability, people of any age may be born with or incur a disability. A disability may be defined both within the context of the person’s level of ability, as well as by society’s ability to accommodate their needs. Sociologist Irving Zola defined disability as representing a set of characteristics everyone at various ages shares to varying degrees. The human services transportation solutions identified for people with disabilities often benefit all people by making transportation more accessible for everyone.



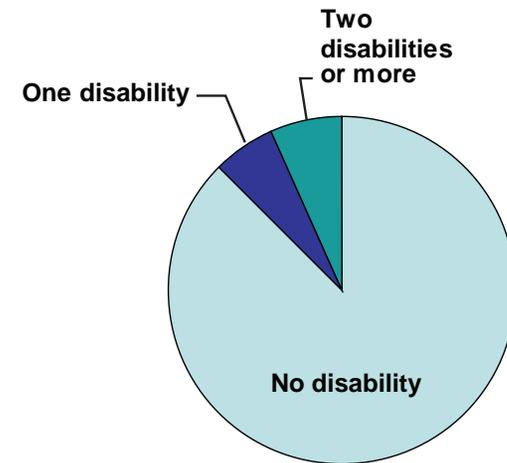
Disabilities include physical limitations, cognitive impairments, and visual impairments. A developmental disability is defined in the State of Arizona as a severe chronic disability; attributable to mental retardation, cerebral palsy, epilepsy or autism; manifests before the age of 18; is likely to continue indefinitely; and results in substantial functional limitations. Any kind of disability has the potential to limit access to transportation depending upon the level of support available through the community. Travel training, for example, is meant to increase access by increasing knowledge and confidence.

Having access to transportation is not just a mobility issue. It is an economic issue. The longer people can maintain their mobility, the more self-sufficient they will be. This makes it more likely that people can remain in their homes. Out-of-home care such as nursing homes is extremely expensive and may cost as much as \$47,200 a year per person. This cost is often transferred to society when the individual cannot afford the care. This is especially problematic for people with disabilities who are overrepresented in the low-income population as shown in the second chart to the right. Keeping people mobile not only maintains their lifestyle, it is more cost effective for the region.

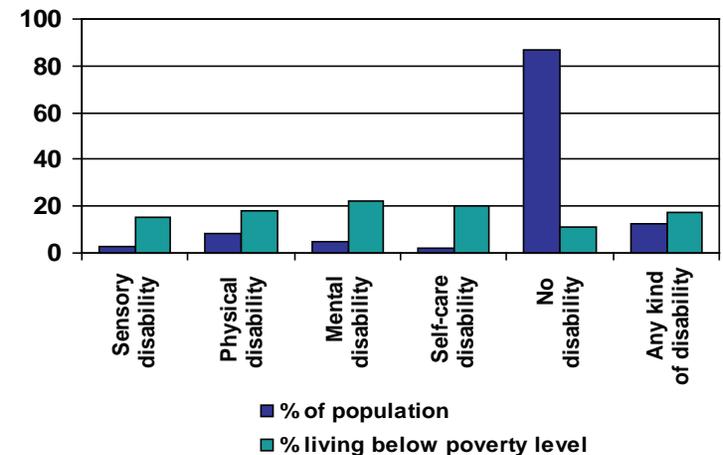
The following charts offer basic demographic data for people with disabilities as reported by the 2007

American Community Survey. To view the full demographic table, please refer to **Attachment D**.

Percentage of people with no disability, one disability, and two or more disabilities in the MAG region



Percentage of people with disabilities living in poverty





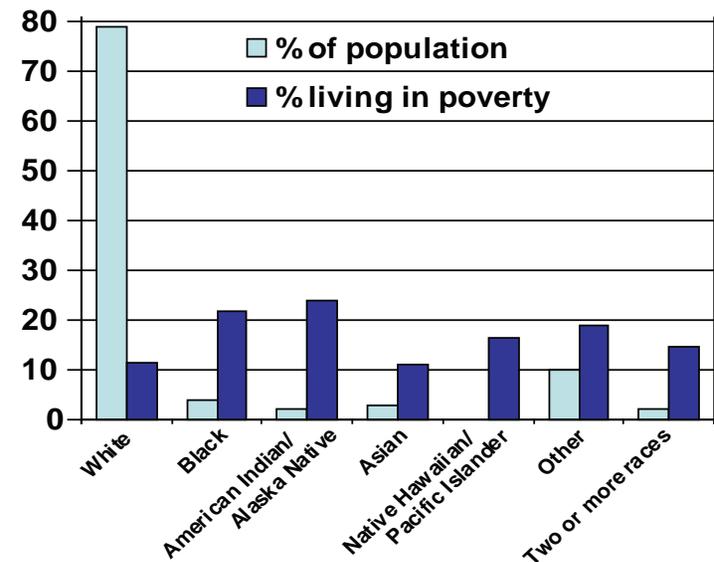
People with Low Incomes

Income affects access to a variety of resources, including transportation. Low-income people are more likely to utilize transit services. They are also more likely to work second or third shifts when transit services are not available. Low-income people out of necessity will live in more affordable housing that may not be located near employment centers. Federal grants like Job Access and Reverse Commute (JARC) were developed specifically to address these needs. As with people who have disabilities, it is more cost effective to offer people with low incomes access to transportation so they may maintain their self-sufficiency instead of resorting to state sponsored health care and financial assistance.

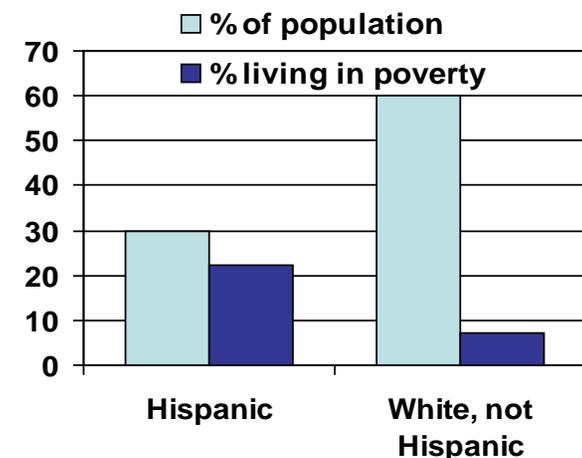
The 2007 American Community Survey reports 12.8 percent of people in the region live below the poverty level. The charts to the right illustrate the overrepresentation of minorities in the percentage of low income people in this region. To view the complete demographic table, please refer to **Attachment E**. Please note for the first chart that Hispanic origin is an ethnicity that may be included with any race.

The human services transportation solutions developed for these target populations will be universally beneficial for everyone. The region will be stronger as a result. The next section will examine the gaps that impair access to transportation.

Percentage of Race and Population Living in Poverty



Percentage of Hispanic or White Origin Living in Poverty





Gaps Analysis

There are 120 nonprofit, profit and public programs that provide human services transportation in this region. The issue is not coverage necessarily, but capacity and coordination. Lack of capacity occurs when services are insufficient to meet the needs. Lack of coordination exists when one agency has vans but no one to drive them and another has drivers, but no vans. These are not uncommon occurrences in the region. The strategies outlined in the next section will maximize the current capacity of the system in order to increase effectiveness and provide more rides for more people at less cost.

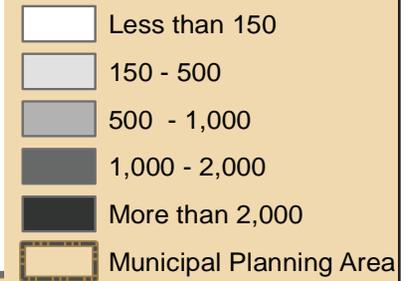
This section will reflect the gaps that exist in the region by demographic, geographic area, and service. The following maps indicate the concentrations of these target groups with the bus routes overlaid. The data for the maps were derived from the 2000 Census. There has been considerable growth since that time, especially in the outlying areas. The maps offer a perspective on the trends, but do not reflect the current scale.



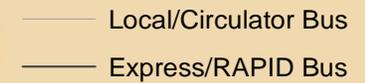
Concentration of Population Over Age 60

(Year 2000 Census)
Maricopa Region, Arizona

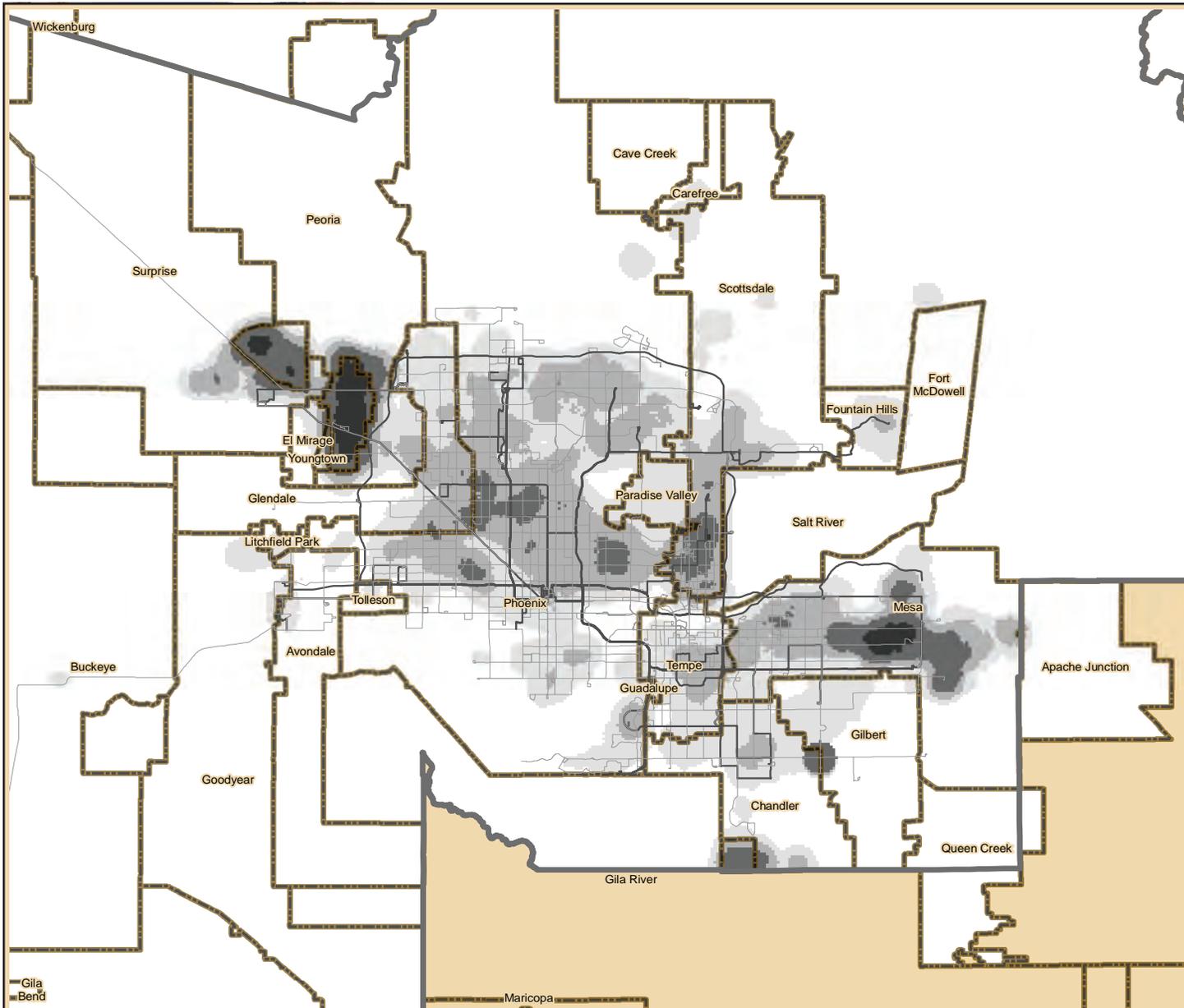
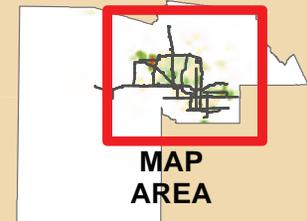
Population Age 60+ Per Square Mile*



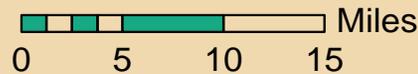
Bus Routes



**Number of persons age 60 and over per square mile, averaged across a one mile radius.*



Source: 2000 Census
Map Prepared by Maricopa Association of Governments



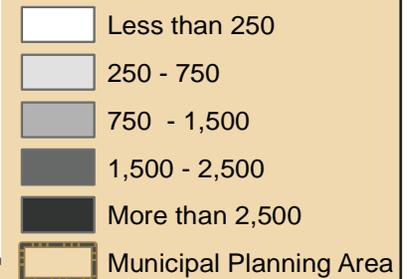
January 2009

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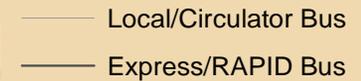
Concentration of Population Age 5 and Over With Disability

(Year 2000 Census)
Maricopa Region, Arizona

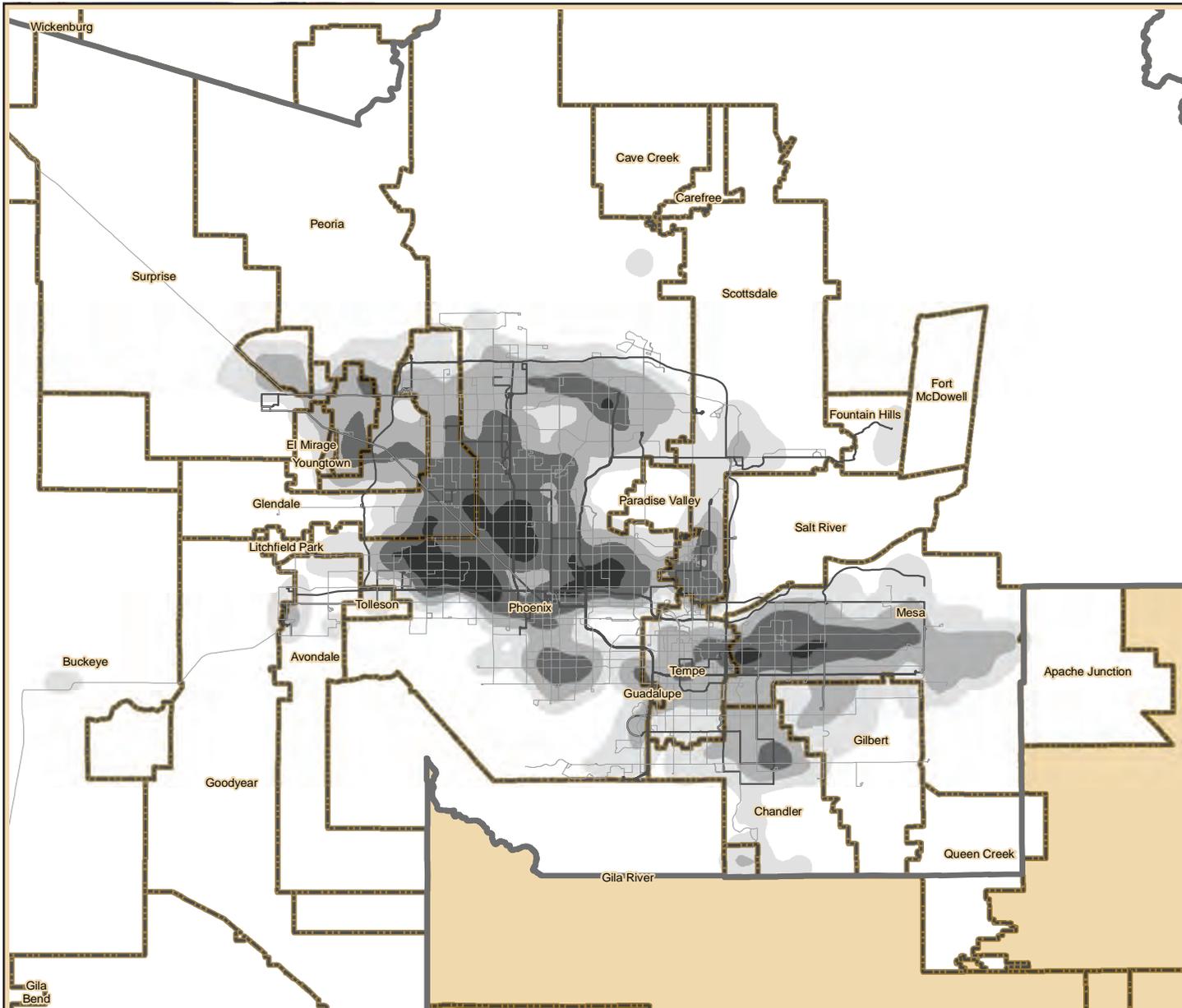
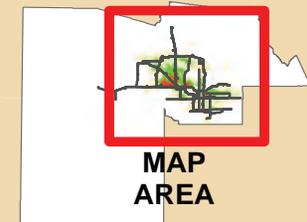
Population Age 5+ With Disability Per Square Mile*



Bus Routes

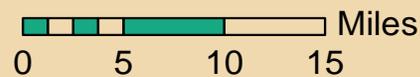


**Number of persons (age 5 and over with disability) per square mile, averaged across a one mile radius.*



Source: 2000 Census
Map Prepared by Maricopa Association of Governments

January 2009

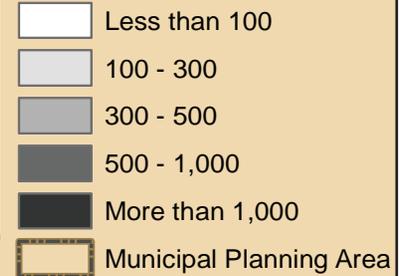


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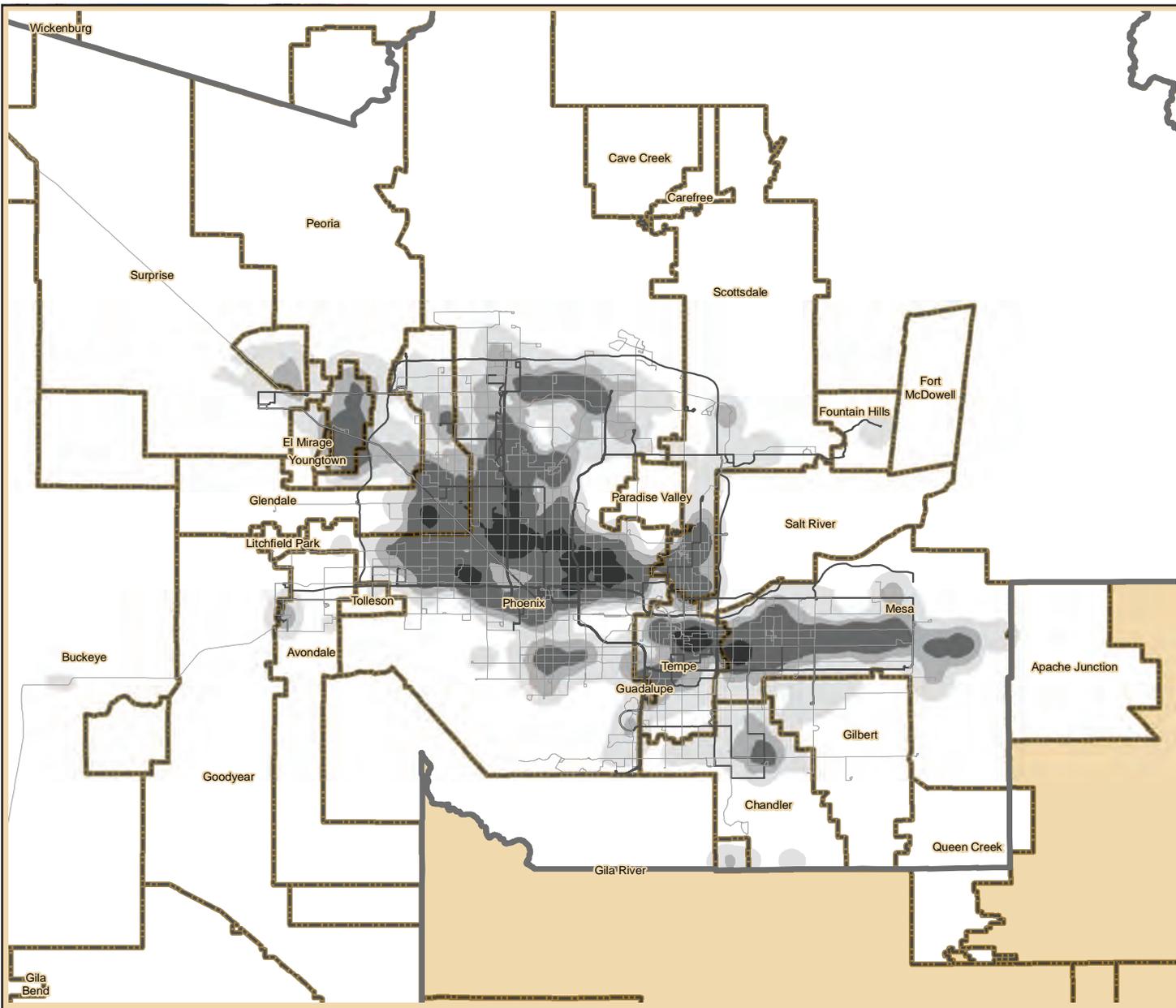
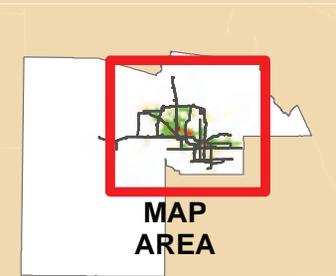
Concentration of Households With Income Less than \$25,000

(Year 2000 Census)
Maricopa Region, Arizona

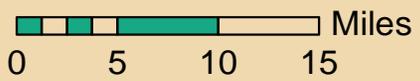
Households with Income < 25K Per Square Mile*



**Number of households (with income less than \$25,000) per square mile, averaged across a one mile radius.*



Source: 2000 Census
Map Prepared by Maricopa Association of Governments



January 2009

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Gaps by Demographic Status

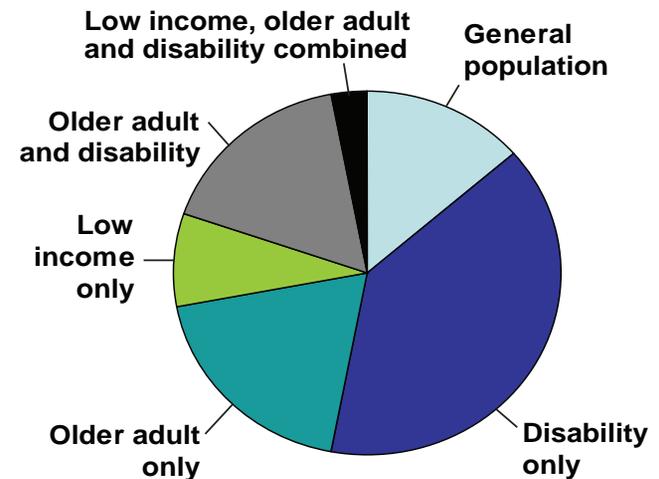
Stakeholders report gaps for all three target populations of older adults, people with disabilities, and people with low incomes. Thirteen percent of the human services transportation agencies reporting a target population indicate that they serve the general population. The remaining agencies restrict eligibility per the agency’s mission or in deference to funding requirements. The majority serves people with disabilities exclusively (38 percent). Programs serving older adults total 18 percent. Agencies transporting low-income people, including those homeless or runaways, come to a mere eight percent. An additional three percent serve all three populations concurrently. Sixteen percent serve both older adults and people with disabilities combined.

These figures, however, do not take into account the capacity of the agencies providing the service. Maricopa County Work Links program, for example, exclusively transports low-income workers. In FY 2007, it provided more than 83,000 rides to more than 1,240 people. This is a substantial and important service. Limited funding jeopardizes the sustainability of this program. If this service is discontinued, low-income people will lose an important part of their support system.

Even if this service can be maintained, more transportation is needed for low-income workers. This

will be more critical as the economy continues to lag and more people fall into the low-income category. Proposed increases to the bus fare may make public transit less of an option for those struggling to survive.

The chart below depicts the populations served with human services transportation programs in this region.



Gaps by Geographic Area

Of the agencies providing human services transportation, nearly 40 percent serve the entire region if not the state. Thirteen percent serve the City of Phoenix exclusively. Roughly equal proportions serve the East Valley (21 percent) and West Valley (20 percent). When delving further into the West Valley programs however, disparities surface. Of the 20 percent that serve the



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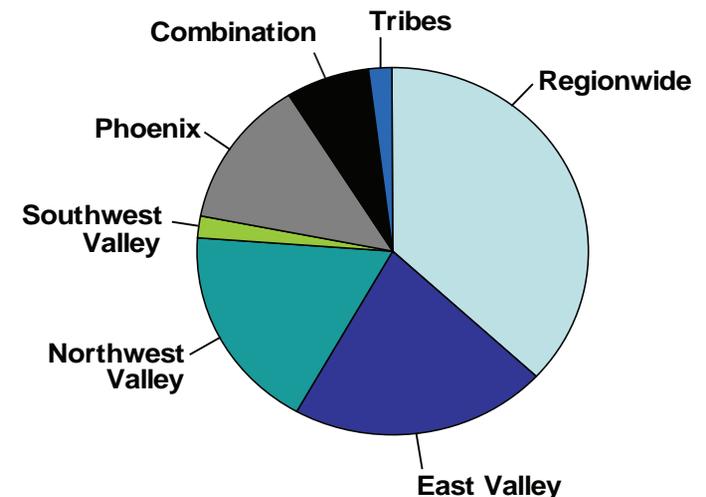
West Valley, only two percent work in the Southwest Valley while 18 percent serve the Northwest Valley. Programs serving tribes exclusively total two percent. The balance of the programs (seven percent) serve a combination of sub-regions, usually including Phoenix and either West Valley or East Valley communities.

It is important to note the environment in different parts of the region. Transit may not always be as available in the West Valley as it is in the East Valley and in Phoenix. As a result, some communities in this area have attempted other solutions like taxi voucher programs. This seemed promising until one West Valley city could not find any taxi companies willing to send cabs out to the West Valley due to the downtime spent traveling from Phoenix or the East Valley.

This leaves a portion of the population in need without adequate access to resources. Nearly half of all new residents expected to move to this region, about 600,000 people, are projected to live west of Phoenix. Some West Valley communities have much higher proportions of people deeply affected by human services transportation. In Youngtown, for example, more than 50 percent are age 65 or older and 40 percent of residents have a disability. This is much higher than the regional average of 15 percent and 12.5 percent respectively.

County islands exist throughout the region. These are unincorporated areas embedded within other municipalities. Stakeholders have indicated it can be difficult to obtain services within these islands. Coordination among the incorporated areas can be difficult as well, especially with paratransit programs. Americans with Disabilities (ADA) paratransit programs, or demand response transportation usually provided with vans, are required within three quarters of a mile from a fixed public transit route, such as bus or light rail. Transfers between paratransit programs become even more complex with other counties and communities contiguous to this region.

The chart below illustrates where agencies provide service throughout the region.





Gaps by Service

Budget constraints have recently necessitated hours of public transit service to become more limited. The decision to eliminate some runs before 5:00 a.m. and after 10:00 p.m. was made because only two percent of riders would be affected. Many public and nonprofit agencies do not operate late night service. Some for-profit agencies may offer this service, but their fees are usually more expensive. Opportunities have been identified to make improvements that would entice more people to use the bus. Stakeholders report that some shade structures and benches at bus stops have been removed in response to safety concerns. It may be believed that shade and benches encourage undesirable people not using the bus to linger at the stop. Without the shade and benches though, potential riders may be less likely to use the bus. This is a serious issue for those whose medication makes them more prone to serious sunburn, or for those weakened by medical treatments like dialysis. Well-maintained sidewalks will also encourage bicycle and pedestrian traffic to bus stops. The ability to leave vehicles overnight in park-and-ride lots would also help people working a third shift to take the bus.

Stakeholders have indicated a need for more door-to-door services, especially in the outlying areas of the region. People will often wait in their homes until

their ride arrives. If the driver does not come to the door, the person misses their ride and the agency is less likely to return to the house. This is especially a concern in the outlying areas. Some people may also need more assistance and may not be able to get to the curb by themselves.

This gaps analysis indicates support for all human services transportation programs throughout the region, while people with low incomes in the Southwest Valley represent a particular gap. Expanded bus routes and late night transportation may help to meet this need when possible.





Model of Useful Coordination Practice: Wickenburg

Gaps in transportation services do exist, as illustrated by the previous section. Throughout the region however, people are developing innovative solutions to resolve these gaps and make transportation accessible to all. The Wickenburg coordination project is one example of the useful coordination practices that have been implemented. The following article appeared in the MAG agency newsletter.

Quality of life maintained for Wickenburg residents

It has been said that through crisis situations new opportunities can arise. This has been proven true by the coordination effort taken on by the Town of Wickenburg. When a group of dialysis patients in their mid-eighties from Wickenburg suddenly found themselves without transportation to their dialysis treatment, something had to be done. The Town of Wickenburg currently has no dialysis center and the patients, who need dialysis three days a week, had been transported regularly to their treatments in Sun City. Funding shortfalls forced the agency that had been providing their transportation to discontinue the service. This left the Wickenburg residents without transportation to their lifeline.

“If you don’t get your dialysis you don’t live. It’s that

simple,” said Pauline Hipp, one of the patients left without transportation when the original van service ended. Pauline says her husband used to take her on the 80-mile round trip from Wickenburg to the Desert Dialysis Center in Sun City, but he passed away. When the transportation service suddenly ended, Pauline said it became a monumental struggle.

Another Wickenburg resident Russ Greene said he was forced to use his Social Security checks to pay for private transportation twice a week. The third day his son-in-law makes the trip. “We’ve made it, but it’s still hard. My son-in-law has to take off once a week and loses \$120 by doing that, because he’s still working,” said Greene. “So that’s hard on his part. Each one of us tries to get a ride, and it’s quite a hardship on us,” he said.

The six older adults in Wickenburg have peace of mind now that they have reliable transportation to their dialysis appointments, thanks to a new collaboration among the public and private sector that provides a new van service for the patients.

“All of the older adults were very concerned, but no one had a solution,” said Wickenburg Town Manager Gary Edwards. “For a short time, they were able to arrange their own transportation, but these were not long-term, consistent solutions. Fortunately, that’s



Maricopa Association of Governments Human Services Coordination Transportation Plan – 2009 Update

when MAG stepped in to help find a solution,” he said.

When the Arizona Kidney Foundation and the dialysis center serving the Wickenburg residents called MAG with news of the situation, MAG began looking for alternatives. After weeks of brainstorming and numerous phone calls, a workable plan finally evolved. Valley Metro donated a van and free driver training for volunteers. The Town of Wickenburg committed to subsidize the service by paying for the gas, insurance and maintenance within a budget. The Area Agency on Aging agreed to be the host agency for the van. Pat Campbell, the social worker at the Desert Dialysis Center, a for-profit company, recruited and organized volunteers.

The Desert Dialysis Center’s agreed upon responsibility will be to recruit and schedule training for the volunteers. Organize a schedule for the volunteers that are responsive to the needs of all Wickenburg residents needing transportation to their dialysis appointments. Schedule follow-up training as needed and ensure the volunteers keep the van clean, full of fuel and in good working order. Notify the Area Agency on Aging when the van needs maintenance.

Town Manager Gary Edwards was astounded and gratified by the partnerships that made the coordination possible. “This innovative arrangement helps to

meet a critical need. Not one of the partners could have done this alone. This is a great example of how the combined resources and ingenuity of many can outperform the talents of a few.”

Cooperative Efforts Save Dialysis Patients

Six older adults in Wickenburg have peace of mind now that they have reliable transportation to their dialysis appointments, thanks to a new collaboration among the public and private sectors that will soon provide a new van service for the patients.

The residents, all of whom are in their mid-eighties, live in Wickenburg, where currently there is no dialysis center. The patients, who need dialysis three days a week, had been transported regularly to their treatments in Sun City, until funding shortfalls forced the agency that had been providing their transportation to discontinue the service. This left the Wickenburg residents without transportation to their lifeline.

“If you don’t get your dialysis you don’t live. It’s that simple,” said Pauline Hipp, one of the patients left without transportation three months ago when the original van service ended. Pauline says her husband used to take her on the 80-mile round trip from Wickenburg to the Desert Dialysis Center in Sun City, but he passed away in December. When the transportation service suddenly ended in April, Pauline said it became a monumental struggle.

“You only have so many friends that are willing to take a day off and come down. We need the bus. The best solution would

be a center there (in Wickenburg), but until that happens, which may be never, we need to have transportation.”

Wickenburg resident Russ Greene said he has been forced to use his Social Security checks to pay for private transportation twice a week. The third day his son-in-law makes the trip.

“We’ve made it, but it’s still hard. My son-in-law has to take off once a week and loses \$120 by doing that, because he’s still working,” said Greene. “So that’s hard on his part. Each one of us tries to get a ride, and it’s quite a hardship on us,” he said.

“It used to be easier for us to come over here,” added Eva Sierra, another Wickenburg patient. “I’m 85 years old already—and I’m looking to live a little bit longer. We had a van before, and we knew for sure we were going to be here with the van. Now that we don’t have it, we are always having to look for volunteers to take us or get help from someone else, because we can’t get here by ourselves,” she said.

“All of the older adults were very concerned, but no one had a solution,” said Wickenburg Town Manager Gary Edwards. “For a short time, they were able to arrange their own transportation, but these were not long-term, consistent options. Fortunately, that’s when MAG stepped in to help find a solution,” he said.

When the Arizona Kidney Foundation and the dialysis center serving the Wickenburg residents called MAG with news of the situation, MAG began looking for alternatives. After weeks of brainstorming and numerous phone calls, a workable plan finally evolved. Valley Metro donated a van and free driver training for volunteers. The Town of Wickenburg committed to subsidizing the service by paying for the gas, insurance and maintenance within a budget. The Area Agency on Aging agreed to be the host agency for the van. Pat Campbell, the social worker at the Desert Dialysis Center, a for-profit company, recruited and organized volunteers.

“We needed to find a solution, because there are no options,” said Campbell. “This is a matter of life and death—if they did not come here, they would be dead within a matter of days. It is very difficult to find transportation solutions. You’re talking about not only getting them here three times a week but getting them back. I talked to some of the public transportation agencies in town and they didn’t even want to put in a bid. They’re thinking about the wear and tear on their vehicles and the amount of time involved. So fortunately, a solution was found, thanks to MAG and the other partners.”

Town Manager Edwards was gratified by the partnership that made it possible.

“This innovative arrangement helps to meet a critical need. Not one of the partners could have done this alone. This is a great example of how the combined resources and ingenuity of many can outperform the talents of a few.”

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A story about the cooperative transportation coordination efforts in Wickenburg to help elderly dialysis patients was featured in the August 2008 MAG newsletter.



Prioritized Strategies to Address Gaps

The region may benefit from replicating the ingenuity of useful practices like the one described above. The following strategies strive to promote the activities that will have the most positive impact on human services

transportation in this region. Previous plans have focused on communication and standardizing operations. These strategies promote the United We Ride (UWR) goal of providing more rides for the targeted populations for the same or fewer resources (efficiency) by maximizing the capacity of the current system.

Strategy	Description	Lead	Timeline
Shared Vehicles	Maximize resources and reduce unused capacity by rewarding Section 5310 applicants who request shared vehicles.	MAG	FY 2010
Travel Training Inventory	Complete an inventory of travel training programs in the region. The inventory will lead to a better understanding of the availability of programs, better coordination, and the development of new programs to fill gaps in service.	Valley Metro	FY 2010 First Quarter
Match Mechanism	Develop a mechanism for matching agencies with the capacity to offer more trips with agencies needing transportation for their clients as well as people in need from the community.	MAG	FY 2010
Project and UWR Goal Consistency	Encourage and award applicants that have supported the development and implementation of the coordination plans as evidenced by their inclusion in the participant list, as well as those projects that promote the United We Ride goals.	MAG, City of Phoenix and ADOT	FY 2009 & FY 2010 Third Quarters



Conclusion

Even amidst the poor economy, the region's population and diversity will likely increase. The following changes are projected:

- More than one out of four people will be age 60 or older by the year 2020.
- By 2050, nearly half of the total population in this region will be Hispanic.
- From the year 2000 to 2050, the state's population will increase from five million people to 15 million. The majority will live in this region.
- A new megapolitan is forming now connecting the Tucson area, this region, and the Flagstaff area. This region is one of 20 megapolitan areas under study across the country.

These changes in demographics, density and diversity will drive the need to coordinate human services transportation unlike anything that exists now. The region has an opportunity to be proactive and produce solutions before crises. Plans can be developed and practices can be initiated now that will reap dramatic results for years to come. The region is bound only

by the limits of its creativity and conviction to ensure a high quality of life for older adults, people with disabilities, and people with low incomes through coordinated human services transportation.

When stakeholders were first surveyed in 2005 about their willingness to coordinate, many expressed reluctance and even resistance. Now, agencies are coming forward to transport people who are not their clients, to share staff with other agencies, and to establish new partnerships. This region is indebted to the human services transportation providers for their commitment to serving others. Their work keeps people alive, connected and healthy. In the future, the region will continue to honor the providers and the people they serve by making sure no effort, no matter how small, is wasted. Coordination can be the key that unlocks that potential.



Attachment A

Human Services Transportation Coordination Policy

SAMPLE **HUMAN SERVICES TRANSPORTATION** **COORDINATION POLICY**

Definition:

The definition of human services transportation coordination is the sharing of resources to minimize redundancy and gaps; increase the quality and accessibility of services; and to assist agencies in fulfilling their mission.

Background:

Federal transportation SAFETEA-LU legislation requires the creation of locally developed coordination plans as an eligibility requirement for three Federal Transit Administration funding programs. This requirement affects the Elderly Individuals and Individuals with Disabilities Transportation Program, or Section 5310; Job Access and Reverse Commute, or Section 5316; and New Freedom, or Section 5317.

This region has responded to this federal requirement through coordination plans developed by the Maricopa Association of Governments (MAG). The 2008 MAG Human Services Coordination Transportation Plan identified the development of a coordination policy template to assist agencies in working together better. The plan may be accessed at <http://www.mag.maricopa.gov/detail.cms?item=8111>.

Purpose:

The purpose of this policy is to establish a basic

framework for collaboration, cooperation and coordination in the delivery of human services transportation. Through this policy, agencies express their intent to coordinate by sharing resources such as vans, drivers and related equipment. Potential partners for coordination include other agencies or businesses with similar missions; private sector, faith-based or community groups; volunteers; and people from the community in need of human services transportation. Seamless and effective coordination will maximize the resources currently available and provide more rides for the transportation disadvantaged.

Goals:

1. To incorporate the three goals of United We Ride into all coordination efforts. The goals are as follows: to provide more rides for target populations for the same or fewer assets, to simplify access and to increase customer satisfaction.
2. To provide mechanisms for the integration of services provided by community providers to ensure a comprehensive coordinated service delivery system.
3. To maintain the integrity of each human service provider's mission while enhancing specialized support services contributing to that mission.
4. To explore methods that will insure maximum feasible coordination between and among human services agencies receiving federal transportation dollars.



Activities:

1. Actively identify barriers to coordination. Barriers may be found in a range of areas including but not limited to insurance, funding, capacity, and mission. Explore and implement resolutions to barriers as possible.
2. Actively explore opportunities for coordination. This includes a fleet management analysis to identify deadhead, or downtime, of their vehicles and/or drivers. Priority will be given to transporting the agency's own clients and to activities that support the agency's mission. If underutilized capacity is found within the fleet, then actively seek agencies and/or people needing transportation that fit within the geographic, financial, and target population capacity of the agency.
3. Support the development of regionally responsive solutions for successful coordination by sharing barriers and opportunities with MAG for consideration in future Human Services Coordination Transportation Plans. This information will be reflected in the gaps analysis and resources sections of the plans. Strategies to address the barriers and promote the opportunities will be developed and included in the plans. Assistance in matching partners for coordination will be provided by MAG as needed by the agencies.
4. Consider coordination a priority. This includes but is not limited to sharing vehicles, drivers, equipment, and training. The mission of the agency will be held in primary importance with coordination used as an effective tool to support the mission.

The undersigned people agree to implement this policy within relevant programs of the following agency:

Agency

Printed Name

Title

Signature

Date



Attachment B

Participant List

Many thanks to the following organizations that helped to develop this plan.

Arizona Bridge to Independent Living

Alliance of Arizona Nonprofits

Area Agency on Aging, Region One, Inc.

Arizona Department of Economic Security

Arizona Department of Transportation

Arizona Foundation for the Blind and Visually Impaired

Arizona Government University

Arizona Kidney Foundation

Arizona Recreation Center for the Handicapped (ARCH)

Arizona Spinal Cord Injury Association

Arizona State Hospital

AZ 211

Chandler Gilbert Arc

Child Protective Services

City of Avondale

City of Glendale

City of Goodyear

City of Peoria

City of Phoenix

City of Surprise

City of Tempe

City of Tempe-Pyle Adult Center

D Team Education Fund

DaVita Southwest Kidney Tempe Dialysis

Foothills Caring Corp.

Foundation for Senior Living

Friendship Village

Gila River Indian Community

Granite Valley Dialysis

Hacienda Healthcare

Horizon Human Services

Marc Center of Mesa, Inc.

Maricopa County

Maricopa County Special Transportation Services

Mercy Housing Southwest

Metro Valley

Mountain Vista Dialysis

Native American Community Health Center (Native Health)

Paralyzed Veterans of America

Parsons Brinckerhoff

PPEP Encompass Inc.

San Lucy District

Scottsdale Training and Rehabilitation Services, Inc

Southwest Behavioral Health Services

STAR-Stand Together And Recover

TERROS, Inc

The Arc of Tempe

The Center for Habilitation

Town of Buckeye

Triple R Behavioral Health, Inc.

UMOM - Watkins Overflow Shelter

UMOM New Day Centers

United Cerebral Palsy (UPC) of Central Arizona, Inc.

Valley Metro/RPTA

Valley of the Sun Schools

Village Mesa

Virginia G. Piper Charitable Trust



Attachment C

**2007 American
 Community Survey
 Table on People Age
 60 and Older in
 Maricopa County**

Subject	Total	Margin of Error	60 years and over	Margin of Error
Total Population	3,768,123	*****	569,213	+/-4,153
SEX AND AGE				
Male	50.3%	+/-0.1	44.6%	+/-0.4
Female	49.7%	+/-0.1	55.4%	+/-0.4
Median age (years)	33.6	+/-0.1	70.8	+/-0.2
RACE AND HISPANIC OR LATINO ORIGIN				
One race	97.8%	+/-0.2	99.5%	+/-0.2
White	80.1%	+/-0.5	91.2%	+/-0.4
Black or African American	4.1%	+/-0.1	2.3%	+/-0.1
American Indian and Alaska Native	1.7%	+/-0.1	0.7%	+/-0.1
Asian	2.9%	+/-0.1	1.9%	+/-0.1
Native Hawaiian and Other Pacific Islander	0.2%	+/-0.1	0.0%	+/-0.1
Some other race	8.9%	+/-0.4	3.3%	+/-0.4
Two or more races	2.2%	+/-0.2	0.5%	+/-0.2
Hispanic or Latino origin (of any race)	30.0%	*****	9.5%	+/-0.3
White alone, not Hispanic or Latino	60.2%	+/-0.1	85.1%	+/-0.4
INCOME IN THE PAST 12 MONTHS (IN 2006 INFLATION-ADJUSTED DOLLARS)				
Households	1,322,104	+/-8,389	327,951	+/-4,244
With earnings	81.9%	+/-0.4	41.7%	+/-1.2
Mean earnings (dollars)	71,406	+/-991	53,972	+/-2,695
With Social Security income	24.7%	+/-0.4	80.8%	+/-1.0
Mean Social Security income (dollars)	14,873	+/-192	15,809	+/-191
With Supplemental Security Income	2.5%	+/-0.2	4.1%	+/-0.5
Mean Supplemental Security Income (dollars)	7,864	+/-375	7,436	+/-669
With cash public assistance income	1.5%	+/-0.2	1.0%	+/-0.2
Mean cash public assistance income (dollars)	3,086	+/-366	4,941	+/-1,521
With retirement income	16.1%	+/-0.4	47.7%	+/-1.1
Mean retirement income (dollars)	21,189	+/-777	21,862	+/-985
With Food Stamp benefits	5.2%	+/-0.3	3.0%	+/-0.4
POVERTY STATUS IN THE PAST 12 MONTHS				
Population for whom poverty status is determined	3,721,868	+/-4,904	561,550	+/-4,187



Maricopa Association of Governments
Human Services Coordination
Transportation Plan – 2009 Update

2007 American
 Community Survey
 Table on People Age
 60 and Older in
 Maricopa County
 (continued)

Subject	Total	Margin of Error	60 years and over	Margin of Error
Below 100 percent of the poverty level	12.5%	+/-0.5	7.4%	+/-0.6
100 to 149 percent of the poverty level	9.1%	+/-0.4	8.0%	+/-0.6
At or above 150 percent of the poverty level	78.4%	+/-0.6	84.6%	+/-0.8
EMPLOYMENT STATUS				
Population 16 years and over	2,844,389	+/-2,964	569,213	+/-4,153
In labor force	66.3%	+/-0.4	22.7%	+/-0.9
Civilian labor force	66.1%	+/-0.4	22.7%	+/-0.9
Employed	63.3%	+/-0.4	22.1%	+/-0.9
Unemployed	2.8%	+/-0.2	0.5%	+/-0.1
Percent of civilian labor force	4.2%	+/-0.3	2.4%	+/-0.6
Armed forces	0.1%	+/-0.1	0.0%	+/-0.1
Not in labor force	33.7%	+/-0.4	77.3%	+/-0.9
DISABILITY STATUS				
Civilian population 5 years and over	3,431,163	+/-991	561,550	+/-4,187
With any disability	12.5%	+/-0.3	33.2%	+/-0.9
No disability	87.5%	+/-0.3	66.8%	+/-0.9
HOUSEHOLDS BY TYPE				
Households	1,322,104	+/-8,389	327,951	+/-4,244
Family households	66.2%	+/-0.6	58.0%	+/-1.0
Married-couple families	49.6%	+/-0.6	50.0%	+/-1.0
Female householder, no husband present	11.2%	+/-0.4	5.9%	+/-0.6
Nonfamily households	33.8%	+/-0.6	42.0%	+/-1.0
Householder living alone	26.6%	+/-0.6	38.6%	+/-1.1
MARITAL STATUS				
Population 15 years and over	2,899,712	+/-285	569,213	+/-4,153
Now married, except separated	49.8%	+/-0.7	59.3%	+/-1.1
Widowed	5.5%	+/-0.2	23.6%	+/-0.8
Divorced	11.9%	+/-0.4	12.6%	+/-0.7
Separated	2.1%	+/-0.2	1.0%	+/-0.3
Never married	30.7%	+/-0.5	3.5%	+/-0.5



Attachment D

**2007 American
 Community Survey
 Table on People with
 Disabilities in
 Maricopa County**

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
Population 5 years and over	3,431,163	+/-991	1,723,471	+/-1,311	1,707,692	+/-978
Without any disability	87.5%	+/-0.3	88.3%	+/-0.4	86.8%	+/-0.4
With one type of disability	5.8%	+/-0.2	5.9%	+/-0.3	5.7%	+/-0.3
With two or more types of disabilities	6.7%	+/-0.2	5.8%	+/-0.3	7.5%	+/-0.3
Population 5 to 15 years	611,139	+/-2,975	312,778	+/-2,225	298,361	+/-2,411
With any disability	5.2%	+/-0.5	7.0%	+/-0.8	3.4%	+/-0.5
With a sensory disability	1.2%	+/-0.2	1.7%	+/-0.4	0.8%	+/-0.3
With a physical disability	1.1%	+/-0.3	1.3%	+/-0.3	1.0%	+/-0.3
With a mental disability	4.2%	+/-0.4	5.8%	+/-0.7	2.6%	+/-0.4
With a self-care disability	0.9%	+/-0.2	0.9%	+/-0.3	0.8%	+/-0.3
Population 16 to 64 years	2,409,736	+/-3,180	1,230,703	+/-2,406	1,179,033	+/-2,296
With any disability	10.2%	+/-0.4	9.6%	+/-0.5	10.7%	+/-0.5
With a sensory disability	2.3%	+/-0.2	2.4%	+/-0.3	2.2%	+/-0.2
With a physical disability	6.0%	+/-0.3	5.3%	+/-0.4	6.8%	+/-0.4
With a mental disability	3.8%	+/-0.2	3.7%	+/-0.3	3.9%	+/-0.3
With a self-care disability	1.7%	+/-0.1	1.5%	+/-0.2	1.9%	+/-0.2
With a go-outside-home disability	2.7%	+/-0.2	2.3%	+/-0.2	3.1%	+/-0.2
With an employment disability	5.8%	+/-0.2	5.4%	+/-0.3	6.1%	+/-0.4
Population 65 years and over	410,288	+/-607	179,990	+/-566	230,298	+/-718
With any disability	37.0%	+/-1.0	34.8%	+/-1.5	38.7%	+/-1.6
With a sensory disability	15.4%	+/-0.9	16.4%	+/-1.2	14.7%	+/-1.2
With a physical disability	28.1%	+/-0.9	24.3%	+/-1.5	31.1%	+/-1.6
With a mental disability	10.4%	+/-0.8	9.1%	+/-1.0	11.4%	+/-1.1
With a self-care disability	8.3%	+/-0.8	6.1%	+/-1.1	10.0%	+/-1.1



2007 American
 Community Survey
 Table on People with
 Disabilities in
 Maricopa County
 (continued)

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
With a go-outside-home disability	15.3%	+/-0.8	10.5%	+/-1.0	19.1%	+/-1.4
EMPLOYMENT STATUS						
Population 16 to 64 years	2,409,736	+/-3,180	1,230,703	+/-2,406	1,179,033	+/-2,296
With any disability	244,595	+/-9,094	117,950	+/-5,902	126,645	+/-5,409
Employed	39.3%	+/-1.4	44.7%	+/-2.4	34.2%	+/-2.0
With a sensory disability	56,025	+/-4,554	30,007	+/-3,254	26,018	+/-2,883
Employed	49.0%	+/-3.8	57.4%	+/-4.8	39.2%	+/-5.2
With a physical disability	145,752	+/-6,951	65,188	+/-4,583	80,564	+/-4,370
Employed	32.5%	+/-1.8	35.7%	+/-3.2	29.9%	+/-2.6
With a mental disability	91,772	+/-5,342	45,702	+/-4,219	46,070	+/-3,039
Employed	29.8%	+/-2.2	34.3%	+/-3.5	25.3%	+/-2.7
With a self-care disability	40,964	+/-3,379	18,296	+/-2,377	22,668	+/-2,440
Employed	16.5%	+/-3.2	19.5%	+/-5.2	14.1%	+/-4.1
With a go-outside-home disability	63,967	+/-4,082	28,004	+/-2,607	35,963	+/-2,761
Employed	17.6%	+/-2.3	20.6%	+/-4.1	15.1%	+/-2.5
With an employment disability	138,720	+/-5,980	66,407	+/-3,928	72,313	+/-4,271
Employed	19.1%	+/-1.5	23.3%	+/-3.0	15.3%	+/-2.0
No disability	2,165,141	+/-9,665	1,112,753	+/-6,347	1,052,388	+/-5,805
Employed	76.3%	+/-0.5	83.8%	+/-0.6	68.3%	+/-0.9
POVERTY STATUS						
Population 5 years & over for whom a poverty status is determined	3,412,006	+/-5,120	1,712,717	+/-2,990	1,699,289	+/-2,949
With any disability	427,069	+/-11,221	201,520	+/-7,407	225,549	+/-6,714
Below poverty level	17.6%	+/-1.2	16.6%	+/-1.4	18.5%	+/-1.5
With a sensory disability	126,664	+/-5,742	64,564	+/-4,109	62,100	+/-3,695
Below poverty level	15.0%	+/-1.9	13.5%	+/-2.7	16.7%	+/-3.0



2007 American
 Community Survey
 Table on People with
 Disabilities in
 Maricopa County
 (continued)

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
With a physical disability	267,794	+/-8,603	112,760	+/-5,433	155,034	+/-6,104
Below poverty level	17.8%	+/-1.6	16.9%	+/-2.1	18.5%	+/-1.9
With a mental disability	158,915	+/-7,598	79,293	+/-5,582	79,622	+/-4,155
Below poverty level	22.0%	+/-2.1	21.0%	+/-2.4	23.1%	+/-2.9
With a self-care disability	80,060	+/-5,322	31,854	+/-3,132	48,206	+/-3,871
Below poverty level	20.2%	+/-2.6	20.7%	+/-4.5	19.8%	+/-3.6
No disability	2,984,937	+/-12,320	1,511,197	+/-7,905	1,473,740	+/-7,172
Below poverty level	11.0%	+/-0.5	10.0%	+/-0.6	12.1%	+/-0.6
Population 16 years and over for whom a poverty status is determined						
	2,811,363	+/-5,865	1,406,247	+/-3,736	1,405,116	+/-3,314
With a go-outside-home disability	126,782	+/-5,844	46,903	+/-3,379	79,879	+/-4,361
Below poverty level	18.4%	+/-2.1	18.2%	+/-3.2	18.4%	+/-2.5
Population 16 to 64 years for whom a poverty status is determined						
	2,401,075	+/-5,907	1,226,257	+/-3,690	1,174,818	+/-3,310
With an employment disability	138,661	+/-5,989	66,348	+/-3,918	72,313	+/-4,271
Below poverty level	25.9%	+/-2.3	22.9%	+/-3.0	28.7%	+/-2.7
PERCENT IMPUTED						
With any disability	4.0%	(X)	(X)			(X)
With a sensory disability	2.3%	(X)	(X)			(X)
With a physical disability	2.8%	(X)	(X)			(X)
With a mental disability	2.0%	(X)	(X)			(X)
With a self-care disability	2.1%	(X)	(X)			(X)
With a go-outside-home disability	2.2%	(X)	(X)			(X)
With an employment disability	2.2%	(X)	(X)			(X)



2007 American
 Community Survey
 Table on People with
 Disabilities in
 Maricopa County
 (continued)

Subject	Total	Margin of Error	Male	Margin of Error	Female	Margin of Error
EARNINGS IN PAST 12 MONTHS (IN 2006 INFLATION ADJUSTED DOLLARS)						
Population Age 16 and over with earnings	1,994,591	+/-11,829	132,316	+/-5,665	1,862,275	+/-13,728
\$1 to \$9,999 or less	17.0%	+/-0.4	30.1%	+/-2.3	16.0%	+/-0.4
\$10,000 to \$14,999	8.2%	+/-0.4	10.5%	+/-1.6	8.0%	+/-0.4
\$15,000 to \$24,999	16.8%	+/-0.5	17.3%	+/-2.0	16.7%	+/-0.5
\$25,000 to \$34,999	15.8%	+/-0.5	14.7%	+/-1.7	15.9%	+/-0.5
\$35,000 to \$49,999	16.6%	+/-0.5	13.2%	+/-1.4	16.8%	+/-0.5
\$50,000 to \$74,999	13.6%	+/-0.4	8.7%	+/-1.1	14.0%	+/-0.4
\$75,000 or more	12.1%	+/-0.4	5.6%	+/-0.9	12.5%	+/-0.4
Median Earnings	30,193	+/-250	5.6%	+/-1,192	20,586	+/-246



Attachment E

**2007 American
 Community Survey
 Table on People with
 Low Incomes in
 Maricopa County**

Subject	Total	Margin of Error	Below poverty level	Margin of Error	% below poverty level	Margin of Error
Population for whom poverty status is determined	3,721,758	+/-2,035	475,091	+/-14,022	12.8%	+/-0.4
AGE						
Under 18 years	1,013,081	+/-2,059	182,588	+/-7,562	18.0%	+/-0.7
Related children under 18 years	1,007,781	+/-2,237	177,934	+/-7,501	17.7%	+/-0.7
18 to 64 years	2,298,774	+/-582	262,169	+/-7,314	11.4%	+/-0.3
65 years and over	409,903	+/-521	30,334	+/-1,605	7.4%	+/-0.4
SEX						
Male	1,871,854	+/-1,234	218,748	+/-7,453	11.7%	+/-0.4
Female	1,849,904	+/-1,604	256,343	+/-8,318	13.9%	+/-0.4
RACE AND HISPANIC OR LATINO ORIGIN						
One race	3,639,311	+/-4,813	463,061	+/-14,000	12.7%	+/-0.4
White	2,946,498	+/-11,287	331,730	+/-11,476	11.3%	+/-0.4
Black or African American	152,751	+/-2,498	33,499	+/-3,258	21.9%	+/-2.0
American Indian and Alaska Native	64,297	+/-1,797	15,494	+/-1,889	24.1%	+/-2.8
Asian	106,080	+/-1,467	11,803	+/-2,023	11.1%	+/-1.9
Native Hawaiian and Other Pacific Islander	5,536	+/-636	906	+/-472	16.4%	+/-8.1
Some other race	364,149	+/-10,860	69,629	+/-5,891	19.1%	+/-1.4
Two or more races	82,447	+/-3,970	12,030	+/-1,698	14.6%	+/-2.0
Hispanic or Latino origin (of any race)	1,104,837	+/-1,842	244,040	+/-10,899	22.1%	+/-1.0
White alone, not Hispanic or Latino	2,250,546	+/-1,641	165,195	+/-5,924	7.3%	+/-0.3
EDUCATIONAL ATTAINMENT						
Population 25 years and over	2,376,269	+/-460	227,428	+/-6,853	9.6%	+/-0.3
Less than high school graduate	382,850	+/-7,446	84,897	+/-4,519	22.2%	+/-1.0



Maricopa Association of Governments
Human Services Coordination
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2007 American
 Community Survey
 Table on People with
 Low Incomes in
 Maricopa County
 (continued)

Subject	Total	Margin of Error	Below poverty level	Margin of Error	% below poverty level	Margin of Error
High school graduate (includes equivalency)	596,683	+/-7,637	67,660	+/-3,307	11.3%	+/-0.5
Some college, associate's degree	746,731	+/-7,561	50,935	+/-2,296	6.8%	+/-0.3
Bachelor's degree or higher	650,005	+/-7,014	23,936	+/-1,915	3.7%	+/-0.3
EMPLOYMENT STATUS						
Civilian labor force 16 years and over	1,868,290	+/-6,109	130,933	+/-4,677	7.0%	+/-0.2
Employed	1,773,832	+/-6,447	106,698	+/-4,025	6.0%	+/-0.2
Male	998,804	+/-5,048	59,148	+/-3,324	5.9%	+/-0.3
Female	775,028	+/-4,422	47,550	+/-2,047	6.1%	+/-0.3
Unemployed	94,458	+/-3,424	24,235	+/-1,945	25.7%	+/-1.8
Male	52,693	+/-2,639	11,849	+/-1,238	22.5%	+/-2.0
Female	41,765	+/-2,323	12,386	+/-1,337	29.7%	+/-2.5
WORK EXPERIENCE						
Population 16 years and over	2,812,069	+/-1,897	307,841	+/-8,071	10.9%	+/-0.3
Worked full-time, year-round in the past 12 months	1,233,772	+/-8,995	37,276	+/-2,193	3.0%	+/-0.2
Worked part-time or part-year in the past 12 months	750,362	+/-9,318	101,649	+/-3,673	13.5%	+/-0.5
Did not work	827,935	+/-6,379	168,916	+/-5,600	20.4%	+/-0.6
All Individuals below:						
50 percent of poverty level	215,526	+/-9,382	(X)	(X)	(X)	(X)
125 percent of poverty level	644,223	+/-15,456	(X)	(X)	(X)	(X)
150 percent of poverty level	820,058	+/-16,606	(X)	(X)	(X)	(X)
185 percent of poverty level	1,057,720	+/-16,466	(X)	(X)	(X)	(X)
200 percent of poverty level	1,171,648	+/-17,759	(X)	(X)	(X)	(X)
Unrelated individuals for whom poverty status is determined	714,066	+/-9,375	145,875	+/-4,411	20.4%	+/-0.6



2007 American
 Community Survey
 Table on People with
 Low Incomes in
 Maricopa County
 (continued)

Subject	Total	<u>Margin of Error</u>	Below poverty level	<u>Margin of Error</u>	% below poverty level	<u>Margin of Error</u>
Male	378,770	+/-5,623	69,638	+/-3,520	18.4%	+/-0.9
Female	335,296	+/-6,145	76,237	+/-3,072	22.7%	+/-0.8
Mean income deficit for unrelated individuals (dollars)	6,270	+/-106	(X)	(X)	(X)	(X)
Worked full-time, year-round in the past 12 months	340,662	+/-6,366	8,631	+/-1,193	2.5%	+/-0.4
Worked less than full-time, year-round in the past 12 months	186,182	+/-5,268	56,082	+/-2,712	30.1%	+/-1.1
Did not work	187,222	+/-4,190	81,162	+/-3,192	43.4%	+/-1.2
PERCENT IMPUTED						
Poverty status for individuals	26.0%	(X)	(X)	(X)	(X)	(X)

Attachment E

Resource Inventory

The following pages offer a list of agencies that provide human services transportation. Maintaining and updating the list is an ongoing effort. Please contact DeDe Gaisthea, MAG Human Services Transportation Planner, at dgaisthea@mag.maricopa.gov with any questions or changes. Thank you!



Resources

Maricopa Association of Governments Human Services Coordination Transportation Plan – 2009 Update

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
AAA Full Transportation 4525 E University Phoenix, AZ 85034 (includes Yellow Cab, TLC Taxi, Fiesta Taxi, Aguilas Taxi, Neils, Courier, Checker, AAA Sedans)	Joe Dibazar Ph: 602-437-4000 Fx: 602-254-6490 joe@aaayellowaz.com www.aaayellowaz.com	24 hrs, 365 days per year	Statewide: Taxi service	General Public, Medical Clients, Airport passengers	Sedans, Minivans, Medical Vans, 15 passenger Vans, Limos	Private, for profit: Taxi Street Rates \$2.50 drop, \$2.00 each mile, \$28 per hour. Airport Taxi Rates \$16.00 min, \$5.00 first mile, \$2.00 each additional mile, \$20 per hour traffic delay time, \$1.00 Phoenix Airport Tax.
About Care, Inc. 600 W Ray Rd Ste B5 Chandler AZ 85225-7264	Ann Marie McArthur Ph: 480-802-2331 Fx: 480-895-3562 information@aboutcare.org www.aboutcare.org	9:00 a.m. - 3:00 p.m. Mon through Fri	Chandler/Gilbert areas: Client transportation to and from medical or social service appointments and pharmacy if needed.	Older Adults; Homebound residents of Chandler and Gilbert	Volunteer drivers.	Nonprofit: Free Service
AIRES 2140 W Greenway Rd., Ste 140 Phoenix, AZ 85023	Ph: 602-995-3591 aires@aires.org www.aires.org		Maricopa County. Phoenix Metro Area.: Agency operated vehicles only.	Primarily developmentally disabled. Agency clients only.		
All Valley Transportation PO Box 68023 Phoenix, AZ 85052	Anthony Ph: 602-302-6868 or 1-888-399-1300 info@allvalleytransportation.com www.allvalleytransportation.com	24 hrs	Statewide: Private for-hire carrier	General public.	Taxi, limousine, van service.	Private, for profit: Varies
American Cancer Society 4550 E Bell Road Ste 126 Phoenix, AZ 85032	Marianne Blanchard Ph: 602-778-7681 www.cancer.org	8:30 a.m. - 5:00 p.m. Mon through Fri	Phoenix metro: Patient service, information, guidance. Provide transportation, patient education, summer camp for children with cancer and their siblings.	Disability	Volunteer drivers in their cars. No wheelchairs. To cancer treatments only.	None
American's HTS 1401 E Washington Street Phoenix, AZ 85034	Ph: 602-253-0911		Arizona and California: Nonemergency medical transportation			
Angel Flight West 3161 Donald Douglas Loop South Santa Monica, CA 90405-3210	Erin Olson Ph: 310-390-2958 or 888-426-2643 Fx: 310-397-9636 info@angelflightwest.org www.angelflightwest.org	8:30 a.m. - 4:30 p.m. Mon through Fri	AK, AZ, CA, CO, HI, ID, MT, NV, NM, OR, UT, WA, WY: Air transportation to and from medical treatment or other compelling human need.		Small private aircraft for non-emergent medical treatment and other compelling need.	Nonprofit, 501C3: No cost to requesting agency or to passengers. All cost provided by volunteer pilots. Must have financial or other compelling reason for needing assistance.



Resources

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Apache Junction Senior Center 1035 N Idaho Apache Junction, AZ 85219 (East Valley Senior Services, Inc.)	Ph: 480-474-5260 webmaster@evseniorservices.org		Apache Junction and surrounding areas: Agency operated vehicles only.	Agency clients only. Older adults residing in Apache Junction.		
Arizona Bridge to Independent Living 5025 E Washington St. Ste.200 Phoenix, AZ 85034	Ann Pasco Ph: 602-254-6407 Fx: 602-256-2245 annp@abil.org www.abil.org	8:00 a.m. - 5:00 p.m. Mon through Fri	Phoenix metro area: Agency operated vehicles only.	ABIL Consumers	Van	Non-Profit organization that offers and promotes advocacy and programs to empower persons with disabilities.
Arizona Center for the Blind & Visually Impaired 3100 E. Roosevelt St. Phoenix, AZ 85008-5036	Sharon Gibbs Ph: 602-273-7411 Fx: 602-273-7410 Sgibbs@ACBVI www.acbvi.org	8:00 a.m. - 4:30 p.m. Mon through Fri	Northwest Valley: Agency operated vehicles only.	Disability; agency clients only.		Membership fee based on ability to pay; charges for some special events.
Arizona Chapter Paralyzed Veterans of America, Inc. 8126 N 23rd Ave, Suite J Phoenix, AZ 85021	Peter Quinn Ph: 602-244-9168 Fx: 602-244-0416 azpva@azpva.org www.azpva.org	By appointment: Mon - Thurs: 7:30 a.m. to 3:30 p.m./ Fri: 7:30 a.m.-1:30 p.m.	Arizona	Disability	Wheelchair/motorized. As needed.	Nonprofit, Veteran Service Organization: \$125/day Volunteer Drivers
Arizona Foundation for the Handicapped 3146 E Windsor Ave Phoenix, AZ 85008	Ph: 602-956-0400 Fx: 602-957-3354 perrycenter@qwest.net www.azafh.com		Phoenix metro area: Agency operated vehicles only.	Disability; agency clients only.		
Arizona Kidney Foundation - Affiliate of National Kidney Foundation, Inc. 4203 E Indian School Rd Ste 140 Phoenix AZ 85018-5341	Lisa Romero Ph: 602-840-1644 lisar@azkidney.org www.azkidney.org	8:30 a.m. - 4:30 p.m. Mon through Thurs	Maricopa County (including rural areas): Provide transportation to and from dialysis treatments.	Must be dialysis/transplant patient with a disability. Must meet financial criteria/disability.	Phoenix & East Valley Dial A Ride, City Bus, Taxi Program (Living in Motion or MV Transportation)	Nonprofit: No fee; public transportation provided by AKF. Must have vouchers stamped and approved by AKF for approval of 25%; must meet mileage requirements. Vouchers/tickets used for Phoenix and East Valley DAR, 31-day City Bus pass.
Arizona Recreation Center for the Handicapped (ARCH) 1550 West Colter Street Phoenix, AZ 85015	Vera Martinez Ph: 602-230-2226 Fx: 602-230-0308 Vera_Martinez@archaz.org www.archaz.org	8:00 a.m. - 6:30 p.m. Mon through Fri	Phoenix metro area: Agency operated vehicles only.	Persons with disabilities participating in center programs.	Van, Bus passes	Nonprofit: Minimal charge for drop in and special interest programs



Resources

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Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Arizona Spinal Cord Injury Association 5025 E Washington St, Suite 110 Phoenix, AZ 85034-2005	Ashleigh Turner Ph: 602-507-4209 / 888-889-2185 ashleigh@azspinal.org www.azspinal.org	9:00 a.m. - 4:00 p.m. Mon - Thurs	Arizona: Transportation Service. Local day/overnight trips for individuals in wheelchairs. Social support service for individuals with SCI and families including peer mentoring, social and recreational activities, discussion groups I&R, etc.	Individual with spinal cord injury and their families, professionals and caregivers who treat SCI.	Van	Nonprofit: TBA (rates will be increased / rates to be determined)
Arizona Spinal Cord Injury Association 901 E Willetta St Ste 2306 Phoenix, AZ 85006-2727	Michael J Bruning Ph: 602-239-5929 (office) 602-703-2199 (cell) Bruning4@msn.com		Arizona: Transportation Service. Local transportation and day and overnight trips for individuals in wheelchairs.	Spinal Cord, Brain injured, ALS, Stroke, other	Van	Nonprofit
Beatitudes Campus 1610 W Glendale Ave Phoenix, AZ 85021	Christie Munson, Comm./ Grant Manager Ph: 602-995-6139 cmunson@beatitudescampus.org www.beatitudescampus.org	Mon through Fri	North-Central Phoenix: Agency operated vehicles only.	Older Adults/Campus residents	Van, Other	Nonprofit, faith-based organization: Varies depending on distance
Beatitudes Center DOAR (Developing Older Adult Resources) 555 W Glendale Ave Phoenix, AZ 85021-8799	Terri Wagner Ph: 602-285-0543 Fx: 602-274-6793 wagner@centerdoar.org www.centerdoar.org	9:00 a.m. through 3:00 p.m. Mon through Fri. Rides scheduled 3-5 working days in advance.	Only for Fountain Hills, Glendale, Litchfield Park, Paradise Valley, Peoria, Phoenix, Scottsdale area: Transportation to medical and social service appointments Limited to 1 ride.	Adults 18 years and who are homebound (cannot drive due to disability).	Volunteers use their personal vehicles.	Nonprofit
Buckeye Family Care Center 306 E Monroe Buckeye, AZ 85326	Pam Kurczynski Ph: 623-386-4814 pkurczynski@caichc.com	Mon, Tues, Thur, Fri: 8:00 a.m. - 5 p.m. / Wed: 11:00 a.m. - 8:00 p.m.	SW Valley: Limited medical transportation			Nonprofit
Carl T. Hayden Veterans Affairs Medical Center 650 E. Indian School Road Phoenix, AZ 85012	Ph: 602-277-5551 / 800-554-7174		Phoenix metro area: Agency vehicles and service provided by contract providers.	Agency clients only. VA approved.	Contract providers.	
CD Transport, LLC 4933 E Halifax Mesa, AZ 85205 PO Box 321, Mesa, AZ	Ph: 602-989-5115		Arizona: Private for-hire carrier			



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Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Central Arizona Shelter Services (CASS) 230 S 12th Ave. Phoenix, AZ 85007	John Wall Ph: 602-256-6945 Fx: 602-256-6401 jwall@cass-az.org www.cass-az.org	12:00 a.m. - 12:00 p.m. 7 days per week	Maricopa County: Agency operated vehicles only.	Homeless adults; agency clients only.	Vans and bus tickets	Nonprofit
Chandler/Gilbert ARC, The 3250 N San Marcos Place Chandler, AZ 85225	Billy Parker Ph: 480-892-9422 Fx: 480-497-0657 wparker@cgarc.org www.cgarc.org	7:00 a.m. - 4:00 p.m. 7 days per week	East Valley: Southern Avenue, South: Riggs Road, East: Ellsworth, West: 24th Street.: Community Living, Day, and Employment training services. Agency operated vehicles only.	People with Developmental Disabilities. Agency clients. Community partner agencies.	Van	Nonprofit: Transportation for eligible clientele is typically funded by representative funding source for individuals receiving services.
City of El Mirage PO Box 26 El Mirage, AZ 85335-0026	Lorenzo Aguirre Ph: 623-937-0500 laguirre@cityofelmirage.org		East to 99th Ave, South to Olive Ave, West to Litchfield Rd., North to Bell Rd.	Residents of El Mirage over the age 18.	Van	Municipality
City of Glendale, Glendale Adult Center 5970 W Brown St. Glendale, AZ 85302	Anthony Garcia Ph: 623-930-4335 agarcia@glendaleaz.com www.glendaleaz.com	8:00 a.m. - 8:00 p.m. Mon through Fri	Glendale	Glendale residents	Van/DAR	Public agency: \$2.00 regular \$1.00 seniors each way
City of Peoria 8401 W Monroe Street Peoria, AZ 85345	Randy Roberts Ph: 623-773-7461 randy.roberts@peoriaaz.gov	6:00 a.m. - 6:00 p.m. Mon through Fri	Peoria city limits	Peoria residents and general public.	Large Van / bus	Public agency
City of Phoenix Reserve-a-Ride 200 W Washington St. Phoenix, AZ 85003	Jack E. Lujan Ph: 602-262-4400 Reservations 602-262-4501 jack.lujan@phoenix.gov www.phoenix.gov/PUB-TRANS/reserve.html	8:00 a.m. to 5:00 p.m. Mon through Fri	Within the Phoenix city limits: Agency operated vehicles. All vehicles are wheelchair accessible.	Older adults 60+ and persons with disabilities 18+. Disability eligibility certification required. Phoenix residents only.	Demand response, with paratransit availability.	Public agency: None. Contribution \$1.25 per one way trip.
City of Scottsdale - Trolley 7447 East Indian School Road, Suite 205 Scottsdale, AZ 85251	John Kelley Ph: 480- 312-7626 Jkelley@scottsdaleAZ.gov www.ScottsdaleAZ.gov	7 days/week. Downtown Trolley 11:00 a.m. - 9:00 p.m. Neighbor- hood Trolley 7:00 a.m. - 9:00 p.m.	Scottsdale downtown, Scottsdale Fashion Square, Drinkwater, 2nd Street, Goldwater, Downtown and southern Scottsdale: Agency operated vehicles only - 16.		Trolley	Free
City of Surprise, Senior Center 15832 N. Hollyhock St. Surprise, AZ	Leslie Rudders Ph: 623-222-1500 leslie.rudders@surpriseaz.com	8:00 a.m. - 5:00 p.m. Mon through Fri	Surprise: Agency operated vehicles only.	Senior, disabled residents	Vans; to Senior Center only.	Public agency: \$1.00



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Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
City of Tempe - Pyle Adult Recreation Center 655 E. Southern Ave. Tempe, AZ 85282	Lyn Cahill-Ramirez, Senior Rec. Coord. Ph: 480-350-5211 evelyn_cahill-ramirez@tempe.gov	8:00 a.m. - 5:00 p.m. Mon through Fri	Tempe, East Valley	Seniors 50+	None	Public agency, recreation center: Depends
Civitan Foundation, Inc 3509 E Shea Blvd. # 117, Phoenix AZ 85028	Dawn Trapp Ph: 602-953-2944 Fx: 602-953-2946 dtrapp@campcivitan.org www.campcivitan.org	5:00 a.m. - 11:00 p.m. 7 days per week	Maricopa and Williams Arizona: We provide respite, habilitation, attendant care and transportation of our clients to and from Civitan programs and events.	Individuals with disabilities.	Van	Non-Profit / other 5013c
ComTrans 2336 E Magnolia, Phoenix, AZ 85034	Neal Thomas Ph: 602-231-0102 neal@gocomtrans.com	5:00 a.m. - 10:00 p.m./ Sun 7:00 a.m. - 9:00 p.m./ Sat 6:00 a.m. - 9:00 p.m., 7 days/week	Arizona: Private for-hire carrier. Depends on requirements of contracting agencies			
Coolidge Cotton Express	Marcus Hoffman Ph: 520-723-6085 mhoffman@coolidgeaz.com www.coolidgeaz.com	7:00 a.m. - 5:00 p.m. Mon through Fri	City of Coolidge city limits: Agency operated vehicles only	General public.	Deviated Fixed Route & Dial-A-Ride Paratransit	Public agency: Route: \$1.25 / Children: \$.75 / Dial-A-Ride \$1.50
Dependable Medical Transport Services (DMTS) 2237 N 36th St. Phoenix, AZ 85008	Scott Trenter, VP Business Development Ph: 602-235-2255 Cell: 602-399-4917 info@dmstransport.com Scotttrenter@cox.net www.DMTStransport.com	24 hrs, 7 days per week	Phoenix/Tucson Metro, Pinal/Gila counties. Anywhere in AZ and most surrounding states: Nonemergency medical transportation (Specialize in Wheelchair, stretcher, and Oxygen transports).		Ambulatory, Wheelchair, Stretcher and Oxygen transports	Custom; call for rate info.
Disability Development Resources, LLC 607 N Edison Circle Mesa, AZ 85203	Deborah Lamoree, Owner/Director Ph: 480-529-6844 dlamoree@ddresources.com www.ddresources.com	9:00 a.m. - 5:00 p.m. Mon through Fri	East Valley: Home and Community Based Services and independent Living	DDD Consumers	Bus passes / other (car)	Private, for profit.
East Valley Family Care Center 2204 S Dobson Rd Ste 101 Mesa AZ 85202-6457	Ph: 480-491-6235 admin@evseniorservices.org		East Valley: Limited medical transportation.			



Resources

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Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
East Valley Ride Choice 3320 N Greenfield Rd. Mesa, AZ 85215	Ph: 480-962-RIDE (7433) www.ValleyMetro.org		Chandler, Gilbert, Mesa, Scottsdale and Tempe	Persons 65+ years of age and individuals with disabilities	Public transit, cabs and shuttle services	Public/private; fees varies on services used
East Valley Senior Services Assistance for Independent Living 45 W University Dr., Suite B, Mesa, AZ 85201	Ellen Granillo, Program Manager Ph: 480-996-9704 Fx: 480-898-7306 egranillo@ evseniorservices.org www.evseniorservices.org	8:00 a.m. - 4:30 p.m. Mon through Fri	East Valley (Mesa, Apache Junction, Chandler, Gilbert and Tempe): Transports AIL agency clients to shopping or medical trips within East Valley (Mesa, Apache Junction, Chandler, Gilbert and Tempe).	Older Adults; Agency clients only.	AIL volunteers utilize their personal vehicles	Nonprofit: Suggested Donation to East Valley Senior Services, Inc.
East Valley Senior Services, Inc. Apache Junction Active Adult Center 1035 N Idaho, Apache Junction, AZ 85219	Ph: 480-474-5260 tcrawford@ evseniorservices.org www.evseniorservices.org	8:00 a.m. - 4:30 p.m. Mon through Fri	Apache Junction: Van transportation provided to and from the senior centers for persons who are age 60 and over.	Persons 60 years and over.	Van	Nonprofit: Donations requested
East Valley Senior Services, Inc. Mesa Active Adult Center 247 N MacDonald St. Mesa, AZ 85201	Lorelei Geiser Ph: 480-962-5612 dejongmsc@ evseniorservices.org www.evseniorservices.org		Clients who live in Mesa: Purchase of subsidized Dial-A-Ride tickets.	Older adults 65+ years of age and disabled persons 18 - 64 years of age.	Public transit	
East Valley Senior Services, Inc. Red Mountain Active Adult Center 45 W University Dr. Mesa, AZ 85201-5831	Dan Taylor Ph: 480-964-9014 Fx: 480-898-7306 dantaylor@ evseniorservices.org www.evseniorservices.org	8:00 am. - 4:30 p.m. Mon through Fri	Mesa: Van transportation provided to and from the senior centers for persons who are age 60 and over.	Persons 60 years and over.	Van	Nonprofit: Donation requested
El Mirage Community Action Program (CAP) 14010 N El Mirage Rd. El Mirage, AZ 85335-3101	Ph: 623-937-0500 Fx: 623-583-2162 laguirre@cityofelmirage.org www.cityofelmirage.org	8:00 a.m. - 5:00 p.m. Mon through Fri	El Mirage and surrounding areas: El Mirage Dial-a-Ride. Door-to-door transportation for residents of El Mirage.			
El Mirage Senior Center 14010 N El Mirage Rd. El Mirage, AZ 85335-3101	Ph: 623-937-0500 x108 Fx: 623-815-2189 laguirre@cityofelmirage.org www.cityofelmirage.org	7:00 a.m. - 3:30 p.m. Mon through Fri	El Mirage and surrounding areas. Transportation to and from senior center and for minimal prescriptions, limited medical and social services.			



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Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Express Transportation, Inc. 44991 W Jack Rabbit Trail, Maricopa, AZ 85239	Ph: 480-994-1616		Valley wide: Private for-hire carrier		d/b/a Affiliated Transportation	
Flights for Life, Inc. PO Box 26485, Phoenix, AZ 85068-6485	McIlvoy Ph: 602-992-4327 president@flightsforlife.org www.FlightsForLife.org	001 a.m. to 2400 p.m., 7 days per week	Arizona: Provide free non-emergency round-trip air transportation to ambulatory individuals in financial need who must travel for medical treatment. Transport human blood and platelets for United Blood Services.	Must demonstrate financial need and/or referral.	Private Aircraft	None
Foothills Caring Corps PO Box 5892 Carefree, AZ 85377	Debbra Determan Ph: 480-488-1105 Services@FoothillsCaringCorps.com debbrad@foothillscaringcorps.com www.FoothillsCaringCorps.com	8:30 a.m. - 4:30 p.m. Tues through Fri	North Phoenix, North Scottsdale, Cave Creek and Carefree: Medical Transportation, Grocery Shopping, Friendly visiting and phoning, Caregiver Relief, Business Help.	Older Adults 60+ or persons with handicap conditions that reside in geographic area.	Van / Other	Nonprofit: Donations Accepted
Foundation for Blind Children 1235 E Harmont Drive Phoenix, AZ 85020	Ann Greig Ph: 602-331-1470 x114 / 800-322-4870 Fx: 602-678-4803 / 602-678-5819 Agreig@seeitourway.org www.seeitourway.org	8:00 a.m. - 5:00 p.m. Mon through Fri	Maricopa County: Agency operated vehicles only.	Visually impaired clients attending our programs.	Van	Nonprofit: N/A
Foundation for Senior Living 1201 E. Thomas Rd. Phoenix, AZ 85014	Dan Ball Ph: 602-285-1800 Fx: 602-285-1838 dball@fsl.org www.fsl.org	8:00 a.m. - 5:00 p.m. Mon through Fri	Phoenix Metro including Avondale, Buckeye, Tempe, Chandler and Mesa: Agency operated vehicles only.	Older adults and disabled (young or older adults). Agency clients only.	Bus passes / other	Nonprofit: Vary by program
Fountain Hills Taxi & Shuttle 7222 E Northridge St. Mesa, AZ 85207	Ph: 480-837-7500		Arizona: Private for-hire carrier			
Friendship Village 2645 E Southern Ave, Tempe, AZ 85282	Anne Ahland Ph: 480-831-3155 ahlandanne@friendshipvillageaz.com		2.5 mile radius / Tempe: For residents: bus, van or limo; for commuting employees: Ride-share van	800+ Senior citizen residents / 400+ employees	Van / Other	Nonprofit, retirement community.
Gila Bend Primary Care Center 100 N Gila Blvd. Gila Bend, AZ 85337	Ph: 928-683-2269 Fx: 623-932-5725		West Valley: Limited medical transportation			



Resources

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Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Glencroft Retirement Community 8611 N 67th Ave. Glendale, AZ 85302	Ph: 623-939-9475 Fx: 623-842-9588 info@glencroft.com www.glencroft.com	8:00 a.m. - 4:30 p.m.	Local area - Sun City, Peoria, Glendale, Phoenix: Agency operated vehicles only.	Agency clients only.		
Glendale Dial-a-Ride 6210 W Myrtle Ave #S Glendale, AZ 85301	Cathy Colbath Ph: 623-930-3500 ccolbath@glendaleaz.com www.glendaleaz.com/transportation/busandtransit.cfm	7:00 a.m. - 6:00 p.m. Mon-Fri / 7:00 a.m. - 5:00 p.m. Sat-Sun ADA hours vary according to fixed route schedule	Glendale with connections to Valley Metro, Phoenix and Peoria DAR: Wheelchair accessible, curb-to-curb bus service within the service area. Service provided for general public, seniors, and disabled passengers. ADA service provided in accordance with policies and guidelines.	Older Adults/Disability; General public (must be ADA eligible to use ADA service)	Curb to Curb Transit Service	Municipal Government: Regular \$2.00, Seniors, riders with disabilities, juniors \$1.00, Children (ages 5 and younger) free, Regular groups (4 or more) \$1.00, Senior, disabled, junior groups \$.50, ADA \$2.00
Glendale Taxi Subsidy Program 6210 W Myrtle Ave Bldg S Glendale, AZ 85301-1700	Cathy Colbath Ph: 623-930-3501 ccolbath@glendaleaz.com www.livinginmortionaz.net	As needed by customer, 7 days per week.	City of Glendale: Subsidized taxi rides for Glendale residents to and from ongoing medical treatment facilities within the City of Glendale.	Dialysis/Disability. Must be a Glendale resident.	Taxi Service	Contracted out to Nonprofit agency (Living in Motion): Passengers issued a voucher that covers 75% of one way fare plus tip. The maximum voucher value is \$15.00 + tip. Passengers responsible for remaining amount.
Glendale Transit 6210 W Myrtle Ave Bldg S Glendale, AZ 85301-1700	Cathy Colbath Ph: 623-930-3501 ccolbath@glendaleaz.com www.glendaleaz.com/transportation/busandtransit.cfm	7:00 a.m. - 6:00 p.m., 7 days per week	City of Glendale: Agency operated vehicles supplemented by contract services.	All transportation, with exception to ADA service are open to the general public. ADA service is open to persons with disabilities only.	Fixed route (contracted), fixed route circulator, ADA service, Dial-A-Ride (in-house and contracted), taxi services (contracted).	Fixed route circulator (GUS) \$.25 / \$.10 reduced fare for seniors; persons with disabilities. / ADA Service \$2.00 / Dial-A-Ride Regular \$2.00, Seniors, Riders with disabilities, juniors \$1.00, Children 5 and younger free. Regular Groups (4+) \$1.00, Senior, disabled, junior groups \$.50, Maricopa County STS - no charge., Taxi Service - 25% of fare up to \$15.00.
Glendale Transit-GUS Glendale Urban Shuttle 6210 W Myrtle Ave Bldg S Glendale AZ 85301-1700	Cathy Colbath Ph: 623-930-3500 ccolbath@glendaleaz.com www.glendaleaz.com/transportation/busandtransit.cfm	GUS1: 7:00 a.m. - 6:30 p.m. (Sun 8:00 a.m. - 6:00 p.m.) / GUS 2: 9:00 a.m. - 5:50 p.m. Mon through Fri / GUS 3: 8:00 a.m. - 5:00 p.m. Mon through Fri)	Glendale Route 1, 2 and 3: Wheelchair accessible bus service in central Glendale. Open to public. Provide service to Maricopa County Primary Care Center, Justice Court, Probation Office, and other city offices including CAP.	No eligibility requirements.	Fixed route circulator.	Municipal Government: \$.25 / Reduced fare (\$.25) for seniors and persons with disabilities.



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Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Gompers Habilitation Center, Inc. 6601 N 27th Ave Phoenix, AZ	Elaine Starks Ph: 602-336-0061 estarks@gomperscenter.org		Round-trip from home to Gompers Center - mainly Phoenix: Agency operated vehicles only. Agency clients only	Individuals with disabilities; program participants.	Van	
Good Samaritan Society Mesa Good Shepherd 5848 E. University Dr. Mesa, AZ 85205	Jason L. Wright Ph: 480-981-0098 / 480-854-3263 (office) Fx: 480-396-3023 jwright@good-sam.com www.good-sam.com	24 hrs, Mon through Sun	East valley / East Mesa: Senior housing, assisted living, skilled nursing/ rehab.	Older adult residents.	Van	Faith-based: No charges for transportation services with a 15 mile radius. \$16 per hour outside a 15 mile radius.
Good Shepherd Villa 5848 E University Drive Mesa, AZ 85205-7443	Ph: 480-981-0098		15 mile radius from Good Shepherd Villa: Agency operated vehicles only. Agency clients only	Older adults.		
Guadalupe Special Services 9401 S Avenida Del Yaqui Guadalupe, AZ 85283	Sandra Jerez Ph: 480-505-5393 sjerez@guadalupeaz.org www.guadalupeaz.org	8:00 a.m. - 4:00 p.m. Mon through Fri	Town of Guadalupe: Agency operated vehicles only.	Agency clients only - Seniors 60+ or disabled members of the community.	Transportation to and from senior center. Occasional trips to pharmacies, banks, grocery stores, etc.	Local government - public agency: Contribution requested. Funded in part by the Area Agency on Aging.
Hacienda, Inc.	Susanna Hesser Transport@haciendainc.org		Maricopa County, will transport outside of County, within Arizona if required by client.	Disability; agency clients residing in our facilities.	Agency operated vehicles.	
Horizon Human Services 210 E. Cottonwood Lane Casa Grande, AZ 85222	Marsha Ashcroft, Risk Mgt Director Ph: 520-836-1688 Fx: 520-421-2708 mashcroft@horizonhumanservices.org www.horizonhumanservices.org	Group Homes: 24 hrs per day, 7 days per week	The Phoenix/Tempe metropolitan area: Agency operated vehicles only.	Individuals with developmental disabilities. Agency clients only.	Van	Nonprofit
Interfaith Community Care 17749 N El Mirage Rd. Surprise AZ 85374	Pam Grigsby Jones Ph: 623-815-1100 Fx: 623-546-1589 pjones@interfaithcommunitycare.org www.interfaithcommunitycare.org	8:00 a.m.-4:30 p.m. Mon through Fri office; 7:30 a.m. - 5:30 p.m. Mon through Fri day centers	Peoria, El Mirage, Surprise, Youngtown, Sun City, Grand and West: Agency vehicles supplemented by volunteers and purchased transportation.	Seniors, families with children; relatives raising children. Older adults and persons with disabilities within service area.	Van	Nonprofit



Resources

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Interfaith Cooperative Ministries 501 S 9th Ave Phoenix, AZ 85007 PO Box 2225 Phoenix, AZ 85002	Renea Gentry Ph: 602-254-7450 Fx: 602-257-1837 renea@icmaz.org www.icmaz.org	9:00 a.m. - 12:00 p.m. Mon through Sat	Entire valley: Bus tickets for local transit system for job interviews for low income individuals.	Client needs photo ID and proof of residence.	Local transit system.	Non-Profit Food and Clothing Bank: None
John C. Lincoln Health Network 303 Eva Street Phoenix, AZ 85020	Ph: 602-320-9656		Area bound Beardsley to north; Glendale to south; Tatum to east; and 43rd Ave. to west: Network clients in adult day care, Head Start, living in senior apartments or transport to/from home.		Agency operated vehicles only.	
Just for You Transportation Service 917 E Buckeye Road Phoenix, AZ 85034	Willie E. Gray Ph: 602-477-8256 Fx: 602-254-6490 willie.gray@justforyourtransportation.com www.justforyourtransportation.com	8:00 a.m. - 6:00 p.m. Mon through Sat	Maricopa County: Private for-hire carrier		Ambulatory and wheelchair.	
Kora's Radio Taxi Corp. 1205 S 25th Avenue Phoenix, AZ 85009	Ph: 602-233-1544		Maricopa County: Private for-hire carrier			
Lifestar Ambulette 1501 W. Fountainhead Parkway Tempe, AZ 85282	Ph: 602-957-2800		Statewide: Nonemergency medical transportation			
MARC Center of Mesa 924 N Country Club Dr. Mesa, AZ 85201	Mark Tompert Ph: 480-797-8466 mark.tompert@marccenter.com www.marccenter.com	8:00 a.m. - 5:00 p.m. Mon through Fri	Maricopa and Pinal Counties: Agency operated vehicles only. Agency clients only	OD and DHS funded / private pay.	Van	Nonprofit
Maricopa County Human Services Special Transportation Services (STS) 1840 N 95th Ave. Ste 160 Phoenix, AZ 85037	Arleen Schenck, Field Ops. Supervisor 602-372-4288 / Res: 602-372-4280 Toll free 1-866-550-2211 TDD 602-372-4261 Fx: 602-372-4297 SCHENCKA@mail.maricopa.gov	7:00 a.m. - 5:00 p.m. Mon through Fri	Maricopa County: Door-to-door transportation for seniors, individuals with disabilities, and low-income individuals.	Older adults, disabled and low income individuals.	Special Needs: medical, dialysis, social service, shopping, RX pickup, recreational, etc.	Clients currently do not pay a fee for service



Resources

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Maricopa County Human Services Special Transportation Services (STS) WORK LINKS 1840 N 95th Ave. Ste 160 Phoenix, AZ 85037	Arleen Schenck, Field Ops. Supervisor 602-372-4288 / Res: 602-372-4280 Toll free 1-866-550-2211 TDD 602-372-4261 Fx: 602-372-4297 SCHENCKA@ mail.maricopa.gov	7:00 a.m. - 5:00 p.m. Mon through Fri	Maricopa County: Transportation for eligible low-income individuals to work related activities.	Low income.	WORK LINKS: Work related activities; including day care stops	Clients currently do not pay a fee for service
Medi-Trans 4600 W Camelback Glendale, AZ 85301	Ph: 602-200-2010		Valley wide: Nonemergency medical transportation.			
Mehari Transportation PO Box 97628 Phoenix, AZ 85060	Ph: 602-577-4419		Maricopa County: Taxi service			
National Runaway Switchboard 3080 N Lincoln Ave. Chicago, IL 60657-4208	Ph: 800-RUNAWAY / 800-786-2929 Fx: 773-929-5150 lbechdol@1800runaway.org www.1800runaway.org		Valley wide: Administer Greyhound's Home Free program, gives free one-way bus tickets home for runaway and homeless youth age 12-20.	Runaway and homeless youth.	Greyhound Bus Transportation	
NATIVE HEALTH Native American Comm. Health Care 4520 N Central Ave, Ste 620 Phoenix, AZ 85012	Susan Levy Ph: 602-279-5262 x3302 slevy@nachci.com www.nachci.com		Within a 50 mile radius of NATIVE HEALTH / Maricopa county: Non emergency medical and dental transportation for patients only. To Phoenix Indian Medical Center by physician referral for patients.	Clients using medical/dental services at Native Health.	Van; wheelchair accessible.	Nonprofit
NATIVE HEALTH Native American Senior Center 1325 N 14th Street, Building A Phoenix AZ 85012	Susan Levy Ph: 602-279-5262 x3302 slevy@nachci.com www.nativehealthphoenix.org		10 mile radius of 14th Street and McDowell Road: Transportation to and from the Senior Center, medical, dental, social services, shopping and events for Senior Center participants only.		Wheelchair accessible.	
Neighbors Who Care 10450 E Riggs Rd Ste 113 Sun Lakes, AZ 85248-7760	Chris Stage, Executive Director Ph: 480-895-7133 Fx: 480-895-5508 nwcsunlakes@aol.com www.neighborswhocare.com	9:00 a.m. - 4:00 p.m. Mon through Fri	Must live between Queen Creek and Riggs; Price and Val Vista: Volunteers provide medical transportation, shopping, respite, friendly visiting, reassurance calls, business assistance, dinner delivery. Agency clients only.	Homebound Older Adults residing in Sun Lakes or South Chandler (Queen Creek Rd to Hunt Hwy, Price to Val Vista Roads).	Agency Van for grocery shopping and volunteer vehicle	Nonprofit



Resources

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Outreach Programs for Ahwatukee Seniors - YOPAS 1030 E Liberty Ln. Phoenix, AZ 85048-8461	Judy Lewisohn, Program Manager Ph: 602-212-6088 Fx: 480-759-6010 opas@vosymca.org	9:00 a.m. - 4:00 p.m. 7 days per week	Clients need to be in zip code 85044, 85045, 85048: No agency operated vehicles or contract services available. Any person 62 years of age or older who resides in Ahwatukee	Ahwatukee seniors, 62 years and older, living at home.	Volunteers use their own cars to take seniors to medical appts and for shopping and errands.	No charge for services, donations are accepted.
Paradise Valley Senior Center 17402 N 40th St. Phoenix, AZ 85032-2200	Ph: 602-495-3785 paradise.valley.cc.hsd@phoenix.gov www.phoenix.gov/SRCNTRS/cntrpara.html		Paradise Valley and 3/4 mile of a local bus route: Contract service providers. ADA certified individuals only	Older Adults		
Peoria (City of) Transit 8850 N 79th Ave Peoria, AZ 85345-7965 8401 W Monroe St., Peoria, AZ 85345	Randy Roberts Ph: 623-773-7435 randy.roberts@peoriaaz.gov www.peoriaaz.com	6:00 a.m. - 6:00 p.m. Mon through Fri	City of Peoria: Transportation for any individual anywhere within the City of Peoria. Must reserve transportation 1 day in advance.	General public, Juniors, Seniors and disabled.	ADA and non-ADA Para-Transit	Public agency: \$1.00 Jr., Sr., and disabled, \$2.00 ADA, \$3.00 General Public
Perry Rehabilitation Center 3146 E. Windsor Ave. Phoenix, AZ 85008	Ph: 602-956-0400 perrycenter@qwest.net www.azafh.com		Phoenix, Tempe, Glendale: Agency operated vehicles only.	Agency clients only.		
Phoenix (City of) Human Services Department (HSD) Reserve-A-Ride 3045 S 22nd Ave Phoenix AZ 85009-6981	Maxine Anderson Ph: 602-262-4501 maxine.anderson@phoenix.gov		Phoenix: Transportation to senior centers, adult centers, medical appointments, social service agencies and shopping. Reservations 2 working days in advance. Wheelchair accessible.	Older Adults / Disability		
Phoenix (City of) Human Services Department (HSD) Sunnyslope Family Services Center 914 W Hatcher Rd. Phoenix AZ 85021-2453	Ph: 602-495-5229		Phoenix: Bus tickets for local transit system, for medical or work for low income individuals.	Older Adults / Disability		
Phoenix (City of) Human Services Department (HSD) Travis L Williams Family Services Center 4732 S Central Ave. Phoenix, AZ 85040-2150	Jennifer Turk Ph: 602-534-4732 jennifer.turk@phoenix.gov		Phoenix: Limited bus tickets for local transit system, for medical or work for low income individuals.	Older Adults / Disability		



Resources

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Phoenix Dial-a-Ride 302 N 1st Ave. Suite 900, Phoenix, AZ 85003	Ph: 602-253-4000 / 1-800-775-7295 www.cityofphoenix.gov/ PUBTRANS/dialride.html		Seniors and ADA certified individuals: Agency operated vehicles operated by contractors. Seniors and ADA certified individuals	Older Adults / Disability		
Phoenix EI Transportation 2940 E Thomas Phoenix, AZ 85016	Isak Ph: 602-790-7513 info@phoenixeitransportation.com www.phoenixeitransportation.com	24 hrs, 7 days per week	Valley wide: Private for-hire carrier		W/C, Ambulatories	Private: Varies
Phoenix Fire Department Night Rescue 150 S 12th St. Phoenix, AZ 85034-2301	Ph: 602-495-5555		Maricopa County: Contract services. Persons with disabilities who use wheelchairs who are stranded			
Phoenix Indian Medical Center 4212 North 16th Street Phoenix, AZ 85016	Anne Silversmith Ph: 602-263-1500 anne.silversmith@ihs.gov	8:00 a.m. - 4:30 p.m. business office / Hospital hours 24/7, Mon through Fri	Phoenix metro area: Agency operated vehicles supplemented by contract ser- vices. Agency clients only - AHCCCS IHS eligibility required	Indian Health Service, Federal Agency	Ground ambulatory only	Non-Profit Hospital - Federal: None
Phoenix Shanti Group 2345 W Glendale Ave. Phoenix, AZ 85021	Keith Thompson, Executive Director/CEO Ph: 602-279-0008 Fx: 602-279-2004 KeithT@shantiaz.org www.ShantiAZ.org	7:30 a.m. - 4:30 p.m. Mon through Fri	Phoenix: No agency operated vehicles or contract services available. Agency clients only	Service HIV+ Adults via multiple contracts. Coord- inate our client transportation as needed.		Not for profit.
Phoenix Van Services PO Box 7756 Chandler, AZ 85246-7756	Myriam Ph: 480-857-8260 / 1-866-PHX-VANS Fx: 1-866-510-1637 reservations@phxvans.com www.phxvans.com	5:00 a.m. - 12:00 a.m. 7 days per week	East Valley and Phoenix metro area: Private for-hire carrier		Van Services - Charter Bus service	For profit: Flat rates
PPEP, Inc. 901 E. 46th Street.	Jacalyn Johnson Ph: 520-594-6499 jjohnson@ppep.org www.ppep.org	12:00 a.m. - 12:00 p.m. 7 days per week	Avondale, Globe, Ajo-Sells, Casa Grande, Tucson: Agency Vans	Clients with devel- opmental disabili- ties. Agency clients only.	Vans	Nonprofit
Property Owners & Resi- dents Association (PORA) 18229 N 130th Ave. Sun City West, AZ 85375	Pat Leopard Ph: 623-584-7802 1019@cox.net www.porascw.org	9:00 a.m. - 3:00 p.m. Mon through Fri	Sun City West: Local and state govern- mental representation to our residents	Sun City West resi- dents.	Vans	Nonprofit, Neighborhood Association



Resources

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
R & R Respite Care 246 N Washington St Wickenburg, AZ 85390-4414	Rachel Minton Ph: 928-684-3480 minton@aaaphx.org www.wickenburgrespite.com	7:30 a.m. - 5:30 p.m. Mon through Fri	Wickenburg and surrounding areas of Morristown, Congress, Aguila and Witman: Personal services. Food service including snacks, hot lunches, personal care, health monitoring, transportation, and pet therapy for individuals with Alzheimer's Disease.	Individuals with Alzheimer's or dementia, those who are socially isolated and at risk for poor nutrition, depression or abuse; anyone who needs daytime supervision. Seniors or adults with disabilities with no other transportation.	Handicap-accessible transportation to and from center. Also provide transportation within Wickenburg to doctor appointments and local errands.	Nonprofit: \$7.00 per hour to attend the center. Sliding scale fees and scholarships are available based upon financial need. Transportation rates for non-clients living within Wickenburg is \$7.00 per round trip. Sliding scale fees and scholarships are available.
Safe Ride Services, Inc.	Scott Rogers, Area General Mgr Ph: 800-797-7433 Vc: 602-627-6734 C: 602-723-9200 Fx: 602-627-6751 talktous@saferideservices.com www.saferideservices.com	24 hrs, 7 days per week	Statewide, border to border in Arizona and New Mexico: Ambulatory, Wheelchair and Stretcher, non-emergency medical and specialized transportation.	Accept many forms of AHCCCS/Medicaid at no cost to member. Other insurances covered as well. Call your insurance provider to see if Safe Ride Services is in your provider network or call us directly for eligibility.		Costs vary, Call for a quote.
Salt River Pima-Maricopa Indian Community 10005 E Osborn Rd. Scottsdale, AZ 85256			Service area bound by Indian Bend Rd to the north; Baseline to the south; Lindsey to the east; and 68th Street to the west: Agency operated vehicles only.	Community residents.		
San Lucy District of the Tohono O'odham Nation PO Box GG Gila Bend, AZ 85337	Albert Manuel Jr. Ph: 928-683-2913 Fx: 928-683-2008 amanuel@tous.net		Phoenix, Tucson, Casa Grande, Buckeye, Ajo, Sells, Eloy, Coolidge, Payson, Prescott, Flagstaff: Agency operated vehicles only. Tribal members only.	Enrolled Tribal Members	Vans	Sub-Tribal Government
San Lucy District of the Tohono O'odham Nation, Elderly Program PO Box GG Gila Bend, AZ 85337	Eva Celaya Ph: 928-683-6315 egcelaya@yahoo.com		Within San Lucy District	Older adults, disabled.	Vans	Nonprofit



Resources

Maricopa Association of Governments Human Services Coordination Transportation Plan – 2009 Update

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
SCAT Dial-A-Ride 9945 N 99th Ave Peoria, AZ 85345 PO Box 1972, Sun City, AZ 85372-1972	Pete Davis Ph: 623-298-4575 Fx: 623-298-1659 pdavis@scatdialaride.net www.scatdialaride.net	7:00 a.m. - 6:00 p.m. Mon through Sat	Sun City and Youngtown, Arizona with connection service to Sun City West, Arizona: Door-to-door paratransit service	Older adults	Reserve and ride and demand response shared service	Not for profit: \$2.00 actual ADA ride; \$4.00 non ADA ride within Sun City and Youngtown; \$10.00 between the two Sun Cities
Scottsdale (City of) Transportation Dept. Cab Connection Program 7447 E Indian School Rd Ste 205 Scottsdale, AZ 85251-3915	Pat Venisnik Ph: 480-312-8747 pvenisnik@scottsdaleaz.gov www.scottsdaleaz.gov/traffic/altransmethod/specialservices.asp	24 hrs, 7 days per week	Scottsdale. Subsidized taxi voucher program for Scottsdale residents who are disabled or are age 65 and over. Enrolled participants may request up to 20 subsidized taxi vouchers per month.	Scottsdale residents age 65 or with a certified disability	Taxi cabs	Public agency: City pays 80% of cab fare up to a \$10.00 maximum
Scottsdale Training and Rehabilitation Services (STARS) 7507 E. Osborn Rd. Scottsdale, AZ 85251	Virginia Korte, President/CEO Ph: 480-994-5704 vkorte@starsaz.org www.starsaz.org	8:00 a.m. - 4:30 p.m. Mon through Fri	Boundaries of Happy Valley Road to the north, Central Avenue to the West, Elliot Road to the South and Dobson Road to the East. Agency operated vehicles only. Agency clients only	Developmentally disabled. Agency clients only.	Vans	Nonprofit
South Mountain Community Center 212 E Alta Vista Rd. Phoenix, AZ 85040-4219	Ph: 602-262-4093 culshoef@phoenix.gov		Phoenix: Transportation available for shopping and other errands for seniors age 60 and over and persons with Title XX or physician certified disabilities. Discount transportation tickets available for members.			
Southwest Behavioral Health 3450 N 3rd St. Phoenix, AZ 85012	Geoff Davis Ph: 602-265-8338 geoffd@sbhservices.org www.sbhservices.org	8:00 a.m. - 5:00 p.m. Mon through Fri	Mostly throughout Maricopa County and Payson area: Agency operated vehicles only. Agency clients only	Individuals having a mental illness and living within our geographic service areas. Must be mobile and able to sit in a van with minimal physical assistance. Flexible schedule recommended	7 passenger Vans	0
Surprise (City of) Community Initiatives 15832 N Hollyhock St. Surprise, AZ 85374-4175	Ph: 623-222-1500		Northwest Valley: Provide Surprise residents with subsidized Taxi coupons from MED LINK Non-emergency Transportation for those that are undergoing chronic dialysis treatment.		Lift-equipped Van service	Free to residents



Resources

Maricopa Association of Governments Human Services Coordination Transportation Plan – 2009 Update

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
Surprise Dial-a-Ride 15832 N Hollyhock St. Surprise, AZ 85374-4175	Ph: 623-222-1622 www.surprizeaz.com/index.asp?NID=1853	7:00 a.m. - 5:00 p.m. Mon through Fri	Surprise, Sun City, Sun City West, El Mirage, and Youngstown: Transportation Services. Curbside service for Surprise residents only 16 years of age or older.		Lift-equipped Van service	\$1.00 within Surprise / \$1.25 outside Surprise
TERROS Inc. 3003 N Central Ave Ste 200 Phoenix, AZ 85012	Barbara Garden Ph: 602-685-6105 barbg@terros.org Ben Baxter 602-512-2960 benb@terros.org Fx: 602-265-6973 www.terros.org	Mon through Thurs 8:00 a.m. - 6:00 p.m. / Fri to 5:00 p.m.	Maricopa County: Behavioral Health Services	Behavioral health clients. Qualified Title 19 or Maricopa County Families FIRST state requirements as well as eligible Mobile Service recipients	Van, Bus passes, taxi	Nonprofit
The Arc of Tempe 501 E. Broadway Rd. Tempe, AZ 85282	Brenda Fox, Community Liaison Ph: 480-966-8536 community@tempearc.org www.tempearc.org	4:00 p.m. - 8:00 p.m. Mon through Fri / 9:00 a.m. - 4:00 p.m. Sat	Tempe and neighboring cities: Life Skills & Recreation program for adults with developmental disabilities. Transportation to community activities, not pick-up and drop off to homes.	Adults 18+ with developmental and intellectual disabilities. Program participants only. The wheelchair van is also available for the City of Tempe Adaptive Recreation program.	2 passenger Vans and one wheel-chair accessible Van	Nonprofit: There are no fees for this transportation, however, participants pay a monthly fee for the program
The Centers for Habilitation 215 W Lodge Drive Tempe, AZ 85283	Larry Keeler Ph: 480-838-8111 Fx: 480-730-5214 larrykeeler@tch-AZ.com www.tch-az.com		East Valley and portions of Phoenix metro area: Agency operated vehicles only. Agency clients only	Disabled individuals enrolled in TCH programs.	Vans	Nonprofit
The Salvation Army Apache Junction 605 E Broadway Ave. Apache Junction, AZ 85219-5214	Ph: 480-982-4110 Fx: 480-983-7513		Apache Junction: Transportation. Provide transportation for seniors and individuals with disabilities.			
The Salvation Army Glendale Corps 6010 W Northern Ave. Glendale, AZ 85301-1254	Ph: 623-934-0469 Fx: 623-934-8693 christina.arnold@usw.salvationarmy.org		Glendale: Provide bus tokens for medical appointments for people in need			



Resources

Maricopa Association of Governments Human Services Coordination Transportation Plan – 2009 Update

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
The Salvation Army Project HOPE 2702 E. Washington Street Phoenix, AZ 85034 PO Box 52177 Phoenix, AZ 85072	John Landrum Ph: 602-267-4196 John.Landrum@usw.Salvationarmy.org	8:00 a.m. - 3:30 p.m. Mon through Fri	Phoenix city limits: Agency operated vehicles only.	Homeless individuals and families in Phoenix.	Two 15-passenger Vans, one mini-Van	
Tidwell Family Care Center 16560 N Dysart Rd. Surprise, AZ 85374-3747	Ph: 623-546-2294 Fx: 623-546-3514		Surprise: Limited medical transportation			
Tohono O'odham Nation PO Box 837 Sells, AZ 85634	Fred Stevens Jr. Ph: 520-383-5546 fredwhatgis@yahoo.com	8:00 a.m. - 5:00 p.m. Mon through Fri	Tohono O'odham Nation	Older Adults, disabled tribal members.	Vans	Tribal: None
Total Transit, Inc. d/b/a Discount Cab & Meditrans 4600 W Camelback Road Glendale, AZ 85301-7609	Craig Hughes, CEO Ph: 602-200-2000 Chughes@ttiaz.com www.totaltransitinc.com	12:00 a.m. to 11:59 p.m. 7 days per week	Maricopa County, Tucson: Private for-hire carrier.	General public.	Taxi, Paratransit	Private, for profit
Town of Buckeye Community Services 201 E. Central Avenue Buckeye, AZ 85326	Philip Yabes 623-349-6600 pyabes@buckeyeaz.gov Debbie Driscol 623-349-6616 Ddriscol@buckeyeaz.gov www.buckeyeaz.gov	8:00 a.m. - 5:00 p.m. Mon through Fri	Buckeye: Door to door transportation to medical, dialysis, shopping, social services.	Older adults, disabled and low income residents.	Vans	Municipality: No Fee - Contribution Encouraged: \$2.00
Triple R Behavioral Health Inc. 40 E. Mitchell Dr. Ste 100 Phoenix, AZ 85012-2330	Dan Pontius Ph: 602-995-7474 Fx: 602-973-2993 dpontius@trbh.org www.trbh.org		Maricopa County and Apache Junction: Agency operated vehicles only. Agency clients only - indigent adults with serious mental illness.	SMI	Van, bus passes	Nonprofit
UMOM New Day Centers 3320 E. Van Buren Phoenix, AZ 85008	Gary Zeck Ph: 602-889-0671 gzeck@umom.org www.umom@umom.org	5:00 a.m. - 8:00 p.m. Mon through Sat	Central Phoenix: Transport of Overflow Shelter clients to/from shelter and pickup/drop-off points. Bus passes for work, appointments for family homeless and domestic violence shelter clients.	Homeless/low income and homeless older adults and disabled.	Van, bus passes	Nonprofit, faith-based organization: None



Resources

Agency & Address	Contact Information	Hours of Operation	Area and Service	Target Population	Type of Transportation	Agency Description and Fees
UMOM New Day Centers Watkins Overflow Shelter 3320 E. Van Buren Phoenix, AZ 85008	Cathleen Phelan Ph: 602-252-3650 cphelan@umom.org		Maricopa County	Homeless families and single unaccompanied women. Shelter clients.	Van, bus passes through case management	Nonprofit
United Cerebral Palsy (UCP) of Central Arizona, Inc. 1802 W Parkside Ln. Phoenix, AZ 85027-1322	Carla Landwerth Ph: 602-943-5492 clandwerth@ucpofaz.org		Route 51 to the east and 75th Avenue to the west: Transportation to and from UCP services for physically and/or developmentally disabled adults and children.	Consumers who qualify for services through the Division of Developmental Disabilities; children needing physical, occupational, and speech therapy.	Van	Nonprofit
Valley Metro Bus and East Valley Dial-A-Ride 302 N. 1st Ave. Ste 700 Phoenix, AZ 85003	Susan Tierney 602-523-5000 Valley Metro Cust. Service 480-633-0101 East Valley Dial-A-Ride stierney@valleymetro.org www.valleymetro.org	Varies - call for information	Tempe, Scottsdale, Mesa, Chandler, Guadalupe and Town of Gilbert; some service provided to Paradise Valley and bordering areas of Phoenix. Guadalupe and Mesa are ADA service only: Agency operated vehicles and contract services. East Valley Dial-a-Ride.	Yes for ADA service.		Public transit agency
Valley of the Sun School and Habilitation Center 1142 West Hatcher Road Phoenix, AZ 85021	Mary Brannoch Ph: 602-331-2415 mbrannoch@vsshc.org	8:00 a.m. - 3:00 p.m. Mon through Fri	Depending on available space. Peoria, Glendale, Phoenix, Scottsdale, Sun City: Agency operated vehicles only.	Disability; agency clients only.		Nonprofit agency for adults with special needs.
Wickenburg Family Care Center 811 N Tegner St., #113 Wickenburg, AZ 85390	Ph: 928-684-9555	Mon-Wed & Fri: 8:00 a.m. - 5:00 p.m. / Thurs: 11:00 a.m. - 3:00 p.m. & 4:00 p.m. - 8:00 p.m.	Wickenburg: Limited medical transportation			



Maricopa Association of Governments
Human Services Coordination
Transportation Plan – 2009 Update

Statement of Work

Objective:

The Maricopa Association of Governments desires a document which motivates adjoining CoGs/MPOs (CAG and PAG) to join forces in further developing the Sun Corridor as an economic entity by describing the global and North America forces that impact MAG and vice versa.. The paper would be the first iteration of attempts by MAG and others to conduct the planning and analysis necessary to develop Maricopa County, the Sun Corridor, then the Intermountain West (and eventually the entire NAFTA corridor) as more than just infrastructure and transportation but as a job creation and economic development “cluster”.

Background:

Many, but most recently Brooking Institute, have demonstrated the immense pressure from anticipated, startling fast demographic growth that will impact the Arizona, Nevada, Utah, Colorado, New Mexico region (the southern half of the Intermountain West). Among the challenges will be staying ahead of the job, infrastructure, environment, and education curves.

Visionary planners see the value in thinking outside their boxes and overcoming the “white map syndrome” where planning stops at the jurisdiction boundary. The MAG has had initial discussions with adjoining planners but has been unable to date to move them to actively collaborate on futures. The MAG also correctly realizes that forces outside Maricopa, Arizona, even North America affect them.

Much is known about the local, state and regional influences and a bit even about projects being developed in Mexico that affect MAG, but less is known and much sought to be understood about North American (Port of Prince Rupert for example) and global (Panama Canal expansion for example) factors impacting MAG today and in the future.

Elements:

MAG requests development of a paper which describes outer forces/drivers affecting MAG to include but not be limited to:

- Current actual and projected freight shipments through Arizona by modality,
- Regional (the greater binational southwest) transportation scenarios,
- Economic “cluster” hypotheses,
- Political and economic climate and outlook
- Air, sea and land ports of entry potentials,
- Natural competitive advantage (climate, universities, location, etc.),
- Sustainability challenges, and
- Public-private partnership options.

The report will take the form of a SWOT analysis.

Partners:

The following sources will be consulted and their information, insights and innovations synthesized:

- Arizona-Canada Business Council
- Arizona Mexico Commission
- Canadian Transport Research Forum
- CanAMex Corridor
- Consejo de Mexicano de Asuntos Internacionales
- North American Competitiveness Transportation Research Council
- States of Arizona, Baja California, California, and Sonora

As well as experts at ASU UoA, NACTS universities, and from our Board and Faculty Council

Period of Performance and Milestones:

Feb 6-April 6, 2009 as Phase I of several planned research projects.

Kick Off Feb 6

Outline by Feb 13

Consultation March 6

Draft March 27

Final April 6

Budget:

Staff, consulting, and associated (production, travel, etc.) expenses total \$12,000 including all fringe and indirect costs.

Contact;

D. Rick Van Schoik, Director

nacts@asu.edu, 480 965-1846

1775 Massachusetts Avenue, NW
Washington, DC 20036
telephone 202.797.6000
fax 202.797.6004
web brookings.edu

Metropolitan Policy
Program

**Getting Into the Game:
Facilitating the Assertion of a Shared Federal-Mega Policy Vision for the Intermountain West**

**A Brookings/Mountain Megs Partnership
February 2009**

Project Overview: The Brookings Metropolitan Policy program proposes a partnership with leading Intermountain West institutions and leaders to work out specific collaborative steps among the five “Mountain Megs” (and their states) to advance prosperity in their region through the achievement of specific, catalyzing federal policy reforms. This partnership will identify and pursue opportunities for targeted inter-state collaboration aimed at sharpening and augmenting the region’s voice and relevance in particular federal policy discussions that tend to overlook the distinctive needs of America’s new Heartland in the West.

Working closely with a network of political, civic, and corporate leaders in the five-state region, Brookings has for two years been developing an ambitious but realistic agenda for federal policy reform as it pertains to the Intermountain region.

Released in July 2008, for example, the major Brookings report “Mountain Megs: America’s Newest Metropolitan Places and a Federal Partnership to Help Them Prosper” identified five supersized “megapolitan” urban areas in the five southern Intermountain states; assessed emerging economic, environmental, and social opportunities and challenges; and proposed a more helpful role for the federal government in empowering regional leaders’ efforts to build a uniquely Western brand of prosperity. Subsequent to that, major well-attended forums in four of the five concerned states generated significant media coverage that dwelt heavily on the need for regional, multi-state cooperation in obtaining needed federal policy reforms. During these meetings, three governors, two university presidents, and the majority leader of the U.S. Senate all affirmed the need for such cooperation.

Now, leaders in the region have expressed a desire to drill down—in collaboration with a trusted, neutral, and national intermediary—to seek specific common cause among the states, and “get in the game” at a time of great flux and opportunity in Washington policy debates.

Along these lines, and in consultation with key regional leaders, we at the Brookings Institution propose such an action-oriented collaboration. Specifically, we see significant convergence around three arenas of engagement: short-term work to identify the five megas’ common recommendations on the use of federal infrastructure investment as “economic recovery” stimulus; medium-term work to sharpen the megas’ shared recommendations on the 2009–

2010 reauthorization of the federal transportation bill; and exploration of the possible form of ongoing institutions or forums for longer-term inter-state collaboration on the Mountain Mega agenda.

Engagements: Three near- and medium-term engagements stand out:

Engagement 1: Identify and develop the Mountain Megas' shared recommendations on the continued implementation of the infrastructure portions of the American Reinvestment and Recovery Act (ARRA)—the "stimulus" package.

Pursuant to this goal, we propose to:

- Convene a small work group of infrastructure practitioners and experts across the five states to confer by conference call to develop a shared perspective on the implementation of federal infrastructure investment through the stimulus
- Identify over time principles and specific Mountain Megas policy recommendations for the recovery package's implementation
- Produce, and transmit to key Obama administration transition, White House, and congressional leaders, memos or letters as needed listing specific five-state consensus "asks" on the further implementation of the package
- Pursue regional media coverage of those recommendations

Engagement 2: Identify and sharpen the megas' shared recommendations on the 2009–2010 reauthorization of the federal transportation bill.

Pursuant to this goal, we expect to:

- Convene a work group of relevant infrastructure practitioners and experts across the five states to confer in one of the megas to develop shared perspective on federal policy reform, particularly as regards the nation's current transportation policy
- Research administrative and legislative context for the 2009–2010 reauthorization of the federal transportation bill
- Identify principles and specific Mountain Megas policy recommendations for the reauthorization
- Link the Mountain Mega agenda to other relevant national transportation agendas
- Produce compact policy memo conveying policy priorities
- Hold Capitol Hill briefing with relevant Hill staff on the Mountain Megas' shared priorities
- Pursue regional media coverage of those recommendations

Engagement 3: Explore the utility, possible design, and possible organization and operation of ongoing institutions or forums for longer-term inter-state collaboration on the Mountain Mega agenda across multiple policy areas.

Pursuant to this goal, we expect to:

- Convene a work group of relevant megapolitan, state, and university practitioners, experts, and business, civic, and philanthropic leaders across the five states to confer in one of the megas on the utility, mission and scope, and possible design of ongoing institutions or forums for longer-term inter-state collaboration on the Mountain Megas agenda across multiple policy areas, including: water and energy infrastructure, regional innovation and cleantech industries, human capital development, health care provision, and immigration policy
- Research existing multi-state and even international models for inter-state collaboration on key policy issues
- Develop a menu of organization design options if requested
- Produce a compact memo exploring implementation options

Project Funding and Details: To carry out this plan of work, Brookings is actively seeking \$100,000 in project-support funding.

Over the next year or 18 months, Brookings would deploy project funding to support: the continued engagement of the initial “Mountain Megas” project team in the region; the engagement of a Brookings “external affairs” officer for key activities; necessary air travel and hotel stays for Brookings staff; necessary convening costs, including air travel and hotel stays for regional leaders’ gatherings at central points or in Washington; and internal research, publishing, communications, and staff work.

Leading the Brookings team will be Mark Muro, a Brookings fellow and the policy director of the Metropolitan Policy Program at Brookings. A co-author and the project director of “Mountain Megas,” Muro brings significant experience with Intermountain West issues from his previous work as a senior policy analyst at the Morrison Institute for Public Policy at Arizona State University. Also significantly involved in the proposed work will be Robert E. Lang, a nonresident senior fellow of the Metro Program and the director of the Metropolitan Institute at Virginia Tech. Lang, who was the lead author of “Mountain Megas,” is a leading expert on the Intermountain region and the author of many books and articles on its development trajectory, including *Boomburbs: The Rise of America’s Accidental Cities*. Additional expertise will be contributed by Robert Puentes, a Brookings fellow who directs the Metro Program’s Metropolitan Infrastructure Initiative.

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For more information, please contact: Mark Muro, 202.797.6315, mmuro@brookings.edu

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 17, 2009

SUBJECT:

ADOT Portion of the American Recovery and Reinvestment Act Funds

SUMMARY:

On February 18, 2009, staff reported to the Transportation Policy Committee that MAG expected to receive approximately \$99 to \$180 million of the Arizona Department of Transportation (ADOT) portion of the American Recovery and Reinvestment Act (ARRA) funds. Staff noted that the State Transportation Board would be considering the MAG allocation at its meeting on February 20, 2009. The State Transportation Board allocated \$129.4 million to the MAG region. On February 25, 2009, the Regional Council approved a ranked list of projects cooperatively developed with ADOT for the portion of the ARRA funds totaling approximately \$194 million. Please see the attached table that shows the project list, which also includes other ADOT projects that are non-prioritized on page two.

The Regional Council also approved having the Chair of the Regional Council send a letter to the State Transportation Board forwarding the projects and also to send a letter to the Senate and House leadership requesting assistance in MAG receiving an equitable share of the ADOT portion of the ARRA funds. On March 3, 2009, the State Transportation Board met to consider projects for the ADOT portion of the ARRA funds. The attached memorandum provides further information.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. This information and discussion are timely since 50 percent of the ADOT/State portion of the ARRA funds are required to be obligated within 120 days after the Federal Highway Administration releases their official funding tables.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds, including the ARRA funds, need to be shown and programmed in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation. This programming process is discussed through the MAG Committee process.

POLICY: This amendment request is in accord with MAG guidelines. The federal planning requirements for the ARRA funds remain. Federal law requires that the financial plan be developed by the Metropolitan Planning Organization (MPO) in cooperation with the state and transit operator. The state and transit operator must provide the MPO with estimates of available federal and state funds. Also, projects for federal discretionary funds need to be cooperatively developed between MAG and ADOT.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item is on the March 18, 2009, Transportation Policy Committee agenda for information and discussion.

Management Committee: This item was on March 11, 2009, Management Committee agenda. No action was taken by the Committee.

MEMBERS ATTENDING

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

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

MAG Regional Council: On February 25, 2009, the MAG Regional Council approved, with two abstentions (**shaded**) the list of projects listed in priority order for the Arizona Department of Transportation portion of the American Recovery and Reinvestment Act funds of 2009 and that the projects be forwarded to the Arizona Department of Transportation contingent upon projects finally selected receiving the necessary administrative adjustments and amendments to the MAG Transportation Improvement Program and air quality conformity and consultation. Further that the Chair of the Regional Council to send a letter to the State Transportation Board and Chairs of the Arizona House and Senate committees with the responsibility for transportation on behalf of the Regional Council requesting that the formula for the ADOT portion of the American Recovery and Reinvestment Act funds take the State Transportation Acceleration Needs (STAN) projects in this region totaling \$94 million off the top of the funds before the allocation is made. Intervention by the State legislative leadership is requested due to ADOT previously being directed to hold two of the MAG projects totaling \$74 million that were ready to advertise in October 2008 and one project ready in January 2009 for \$20 million. This enabled the Arizona Legislature to sweep the funds from this region to assist with state budget issues, with the legislative understanding being that the funding swept would come off the top of the ADOT American Recovery and Reinvestment Act funds before the allocation is made in order to not penalize the MAG region.

MEMBERS ATTENDING

Councilmember Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park,
Vice Chair

Councilmember Robin Barker, Apache
Junction

Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye

* Mayor Wayne Fulcher, Carefree

* Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage

Treasurer Pamela Mott for President Clinton
Pattea, Fort McDowell Yavapai Nation
Mayor Jay Schlum, Fountain Hills
Mayor Fred Hull, Gila Bend
Lt. Governor Joseph Manuel for Governor
William Rhodes, Gila River Indian
Community

Mayor Steven Berman, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear

* Mayor Frank Montiel, Guadalupe
Supervisor Max W. Wilson, Maricopa Co.
Vice Mayor Kyle Jones for Mayor Scott
Smith, Mesa

* Mayor Vernon Parker, Paradise Valley
Councilmember Ron Aames for Mayor Bob
Barrett, Peoria

Mayor Arthur Sanders, Queen Creek

* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
Mayor Lyn Truitt, Surprise

Mayor Hugh Hallman, Tempe

* Mayor Adolfo Gamez, Tolleson

Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
Victor Flores, State Transportation Board
Vacant, Citizens Transportation Oversight
Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

CONTACT PERSON:

Eric J. Anderson (602) 254-6300.

March 17, 2009

TO: Members of the MAG Regional Council

FROM: Eric Anderson, Transportation Director

SUBJECT: ACTION BY THE STATE TRANSPORTATION BOARD ON THE AMERICAN
RECOVERY AND REINVESTMENT ACT (ARRA)

The State Transportation Board met March 3, 2009, to discuss and approve projects for the Arizona Department of Transportation (ADOT) portion of the American Recovery and Reinvestment Act (ARRA). The Board reaffirmed the previous action of the Board to allocate the \$350 million of funding to MAG, PAG and the balance of the state. At the Board meeting on February 20, 2009, the Board agreed that 37 percent of the funding would be allocated to the MAG region, 13 percent to the PAG region, and 50 percent the remaining 13 counties. The allocation to the MAG region is about \$129.4 million. There was no consideration of the impact of the sweep of the Statewide Transportation Acceleration Needs (STAN) account by the legislature that resulted in a loss of \$94 million of funding for the MAG region.

ADOT staff presented the list of projects in priority order to the Board. For the most part, the list presented followed the priorities approved by the MAG Regional Council on February 25, 2009. ADOT staff struck the Williams Gateway freeway project, which was the third project on the MAG priority list, from the list presented to the Board. ADOT staff did not believe this project would be eligible for stimulus funding since the Environmental Assessment (EA) is still underway. This means that projects one through six on the MAG list, with the exception of the Williams Gateway Freeway project, will be funded with the \$129.4 million of ADOT funds allocated to the MAG region. MAG staff will be working with ADOT to ensure that the remaining priority projects as approved by the Regional Council are presented in the MAG priority order. ADOT staff had also put other projects in the MAG region in priority order without discussion with MAG staff. MAG staff testified at the Board meeting that the Regional Council action prioritized only the first 13 projects and the remaining projects submitted to ADOT were not in priority order.

An issue that was discussed at the meeting relates to the provision of the ARRA that states that priority be given to projects in economically disadvantaged areas as defined by the U.S. Economic Development Administration (EDA). According to information provided by the Federal Highway Administration, the counties of Maricopa, Pima and Coconino are not economically disadvantaged as defined by EDA. The remaining 12 counties do meet the definition. Further clarification of this provision in the ARRA is being sought by ADOT.

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

**List of Highway Projects in the MAG Region for the ADOT/State Portion of
American Recovery and Reinvestment Act - 2009 Funds
Approved at Regional Council 2-25-2009**

COOPERATIVELY DEVELOPED ADOT PROJECTS									
Priority Order	Current Funding	TIP #	Prop. 400 Project	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	Cummulative Total
1	State (STAN)	DOT09-815	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	2009	\$43,200,000	This project was advanced from Phase IV (2021-2026). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded.	\$43,200,000
2	State (STAN)	DOT09-818	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	2009	\$22,500,000	This project was advanced from Phase IV (2021-2026). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded. The project was originally programmed with \$30.5 million in State-STAN funds, but project estimate is lower.	\$65,700,000
3	State (STAN)	Not in TIP	Yes	SR802: L202 to Ellsworth	Design & ROW	Not in TIP	\$20,400,000	This project was advanced from Phase III (2016-2020). The 2009 State Budget fix, removed the State-STAN funds; this project is currently unfunded. The design component is \$12 million. The completion of the Environmental Assessment is uncertain at this time. This project will not be ready to obligate in 120 days.*	
4	NHS	DOT09-6C00R	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	2009	\$45,000,000	The project is projected to be ready to advertise by June 2009.	\$110,700,000
5	NHS	DOT07-332	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	\$11,200,000	Project is ready to advertise.	\$121,900,000
6	State	DOT12-840	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	2009	\$9,125,000	This project is connected to the Prop. 400 Arterial Projects - PEO100-07AC2 & PEO100-07AC1. The Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hill - \$20,000,000 is currently being funded with 100% of Peoria funds; ADOT is the lead on both the TI, and Frontage U-turn.	\$131,025,000
7	NHS	DOT06-613	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$20,000,000	Project is ready to advertise.	\$151,025,000
8	State	DOT08-673	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,600,000	Added to Freeway Life Cycle Program in 2006.	\$154,625,000
9	State	Not in TIP	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.	\$157,625,000
10*	Not in TIP	Not in TIP	Yes	Loop 101: Olive Avenue	TI Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*	\$160,625,000
11*	State	DOT10-6C32	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*	\$162,625,000
12*	Not in TIP	Not in TIP	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*	\$164,125,000
13*	Not in TIP	Not in TIP	Yes	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*	\$174,125,000
TOTAL							\$194,525,000		

* The four projects in the Cooperatively Developed list will not be ready to obligate in 120 days.

OTHER ADOT PROJECTS - NON-PRIORITIZED PROP. 400 PROJECTS

Current Funding	TIP #	Prop. 400 Project	Project Location	Project Description	Fiscal Year	Total Cost	Project Notes
RARF	DOT10-828	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	2010	\$23,000,000	The project is projected to be ready to advertise by November 2009.
NHS/RARF	Breakout from the DOT12-846	Yes	Loop 303: Greenway to Mountain View	Construction	2012	\$135,000,000	Conformity would have to be redetermined. This project is being advanced from 2012 to 2010.
STP-AZ/State	DOT07-323	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.	2010	\$2,500,000	This is a carry-over from Prop. 300.
TOTAL						\$160,500,000	

OTHER ADOT PROJECTS - NON-PRIORITIZED & NON-PROP. 400 PROJECTS

Current Funding	TIP #	Prop. 400 Project	Project Location	Project Description	Fiscal Year	Total Cost	Project Notes
Not in TIP	Not in TIP	No	SR 87: Gilbert - Shea	Pavement Preservation	Not in TIP	\$3,000,000	
Not in TIP	Not in TIP	No	Loop 202: MP 10 - MP 17	Sign Replacement	Not in TIP	\$1,150,000	
Not in TIP	Not in TIP	No	SR 51: MP 7 - MP 14	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-10: MP 112 - MP 129	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-10: MP 129 - MP 146	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-17: MP 194 - MP 201	Sign Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	I-8: Gila Bend Rest Area	Pavement Preservation	Not in TIP	\$10,000,000	
Not in TIP	Not in TIP	No	I-8: MP 121 - Rest Area	Pavement Preservation	Not in TIP	\$21,000,000	
Not in TIP	Not in TIP	No	US 60: San Domingo - Whitmann	Pavement Preservation	Not in TIP	\$11,000,000	
Not in TIP	Not in TIP	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation	Not in TIP	\$3,777,000	
Not in TIP	Not in TIP	No	Various Routes	Guard Rails	Not in TIP	\$1,800,000	
Not in TIP	Not in TIP	No	I-17: 19th Avenue - 16th Street	Pavement Replacement	Not in TIP	\$1,500,000	
Not in TIP	Not in TIP	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	Not in TIP	\$3,000,000	
TOTAL						\$62,227,000	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 17, 2009

SUBJECT:

MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds Project and Allocation Scenarios

SUMMARY:

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates 30 percent (\$156.57 million) of Arizona's funding to local jurisdictions. The Arizona Department of Transportation has notified MAG that the amount being sub-allocated to MAG is \$104,578,340. Metropolitan Planning Organizations (MPOs) have one year to obligate the funds, by March 3, 2010. The Transportation Policy Committee met on February 18, 2009, and requested that a set of scenarios be developed to fund projects for the MAG sub-allocated portion of the ARRA funds.

Scenario #1 has an A option and a B option. Scenario #1 is a Member Agency Allocation; option A calculates a minimum agency allocation and then adds population to the minimum agency allocation. Option B provides jurisdictions with a minimum agency allocation and calculates population distribution after the minimum agency allocations are provided. MAG has historically used option A calculations when considering member agency allocations.

Scenario #2 presents an option of using the MAG sub-allocation to fund Proposition 400 freeway projects in addition to the ADOT/State portion. The projects in the list are the remaining Freeway/Highway ADOT projects approved in priority order by the Regional Council, which are not funded by the ADOT/State portion. These total \$43.1 million. In addition, there is a table of Freeway Non-prioritized Proposition 400 projects totaling \$160.5 million. The projects in this scenario total more than \$200 million. If Scenario #2 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount.

Scenario #3 presents an option of using the MAG sub-allocation to fund Freeway projects and local Arterial projects in the Arterial Life Cycle Program (ALCP) that are in Proposition 400. The projects in the Freeway list are the remaining Freeway/Highway ADOT projects approved in priority order by the Regional Council, which are not funded by the ADOT/State portion. These total \$43.1 million. In addition, there is a table of Freeway Non-prioritized Proposition 400 projects totaling \$160.5 million. The projects in the freeway tables total more than \$200 million. There are four ALCP projects with TIP status A and NEPA status A, which means that they could obligate in the short term; these projects total \$49.8 million. There are an additional four ALCP projects that have other TIP and NEPA rankings that could possibly obligate within one year, which total \$138 million. Together, the Freeway/Highway and Arterial projects total more than \$388 million. If Scenario #3 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount.

Scenario #4 shows the list of Freeway/Highway ADOT led projects, local Arterial projects in the Arterial Life Cycle Program (ALCP), and Transit projects in the Transit Life Cycle Program (TLCP)

that are in Proposition 400. The projects in the Freeway list are the remaining Freeway/Highway ADOT projects approved in priority order by the Regional Council, which are not funded by the ADOT/State portion. These total \$43.1 million. In addition, there is a table of Freeway Non-prioritized Proposition 400 projects totaling \$160.5 million. The projects in the freeway tables total more than \$200 million. There are four ALCP projects with TIP status A and NEPA status A, which means that they could obligate in the short term; these projects total \$49.8 million. There are an additional four ALCP projects that have other TIP and NEPA rankings that could possibly obligate within one year, which total \$103 million. The Transit list provided in this table includes Proposition 400 projects that are not in the recommended scenario per the February 27, 2009, Regional Public Transportation Authority (RPTA) Memorandum. Fleet acquisition projects are also not included per the RPTA Board recommendation that they are not to be funded with ARRA funds. Together, the Freeway/Highway, Arterial, and Transit projects in Scenario #4 total \$647 million. If Scenario #4 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount. Using the Proposition 400 allocation, the Arterial would receive \$10.98 million (10.5%), Transit would receive \$34.8 million (33.3%), and the Freeway/Highway section would receive \$58.78 million (56.2%). Please note that there may be updated Transit material presented at the meeting.

Scenario #5 lists projects that are ready to obligate with the TIP status of A and NEPA status of A or B. There are three calculations in this Scenario due to the nature of Transportation Enhancement (STP-TEA) funded projects. The ARRA directs \$15 million of STP-TEA funds statewide, and at this time, it is unsure how the state will program these funds. In preparation, the MAG region has identified seven STP-TEA projects that are ready to obligate any possible additional funding through ARRA. The amount needed to fund projects in the TIP Status A and NEPA Status A list is \$84 million. Adding the STP-TEA projects raises the needed funding amount to \$95 million, and then adding projects in the TIP Status A and NEPA Status B list increases the funding need to \$121 million. If Scenario #5 is chosen, projects would have to be selected to be funded as the number of candidate projects is higher than the MAG sub-allocated amount.

PUBLIC INPUT:

At the March 11, 2009, Management Committee meeting, a citizen requested that small towns also be considered when making the allocation.

PROS & CONS:

PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. The ARRA requires the MPO sub-allocated funds to be obligated within one year of enactment of legislation.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds, including the ARRA funds, need to be shown and programmed in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation. This programming process is discussed through the MAG Committee process.

POLICY: This amendment request is in accord with MAG guidelines. The federal planning requirements for the ARRA funds remain.

ACTION NEEDED:

Approval of Scenario #1, Option A, with a Minimum Agency Allocation of \$500,000 plus population dated March 10, 2009, for the distribution of the MAG Sub-Allocation Portion of the American

Recovery and Reinvestment Act Funds in accordance with the following: 1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects. 2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and or Regional Transportation Plan as appropriate. 3. Have MAG conduct the air quality consultation/conformity if necessary. 4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

PRIOR COMMITTEE ACTIONS:

This item is on the March 18, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee.

Management Committee: On March 11, 2009, the Management Committee recommended approval of Scenario #1, Option A, with a Minimum Agency Allocation of \$500,000 plus population dated March 10, 2009, for the distribution of the MAG Sub-Allocation Portion of the American Recovery and Reinvestment Act Funds in accordance with the following: 1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects. 2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and or Regional Transportation Plan as appropriate. 3. Have MAG conduct the air quality consultation/conformity if necessary. 4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds. The motion passed with three voting no (*italics*).

MEMBERS ATTENDING

Rogene Hill for Charlie McClendon, Avondale	<i>Darryl Crossman, Litchfield Park</i>
Mark Pentz, Chandler	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
Wayne Anderson for Usama Abujbarah, Cave Creek	John Kross, Queen Creek
Pat Dennis for B.J. Cornwall, El Mirage	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
<i>Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation</i>	John Little, Scottsdale
* Rick Davis, Fountain Hills	# Michael Celaya for Randy Oliver, Surprise
* Rick Buss, Gila Bend	Charlie Meyer, Tempe
David White, Gila River Indian Community	Reyes Medrano, Tolleson
George Pettit, Gilbert	Gary Edwards, Wickenburg
<i>Jessica Blazina for Ed Beasley, Glendale</i>	Lloyce Robinson, Youngtown
John Fischbach, Goodyear	John Halikowski, ADOT
RoseMary Arellano, Guadalupe	Kenny Harris for David Smith, Maricopa County
	Mike Taylor for David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee: The scenarios for the MAG Sub-Allocation portion of the American Recovery and Reinvestment Act of 2009 were presented at the February 26, 2009, Transportation Review Committee meeting.

MEMBERS ATTENDING

Phoenix: Tom Callow
ADOT: Steve Hull 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: Sreedevi Samudrala for David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Maricopa County: Mike Sabatini for John Hauskins
Mesa: Scott Butler
* Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
Queen Creek: Mark Young
RPTA: 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: Grant Anderson for 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:
Eileen O. Yazzie (602) 254-6300.

SCENARIO #1A

Member Agency Allocation

Jurisdiction	Share of County	Population Distribution	Minimum Agency Allocation of \$250K Plus Population	Minimum Agency Allocation of \$500K Plus Population	Minimum Agency Allocation of \$750K Plus Population	Minimum Agency Allocation of \$1 Million Plus Population
Apache Junction (a)	0.942%	\$ 984,902	\$ 1,166,622	\$ 1,348,343	\$ 1,530,064	\$ 1,711,785
Avondale	1.904%	\$ 1,990,948	\$ 2,102,923	\$ 2,214,899	\$ 2,326,874	\$ 2,438,850
Buckeye	1.245%	\$ 1,302,468	\$ 1,462,173	\$ 1,621,878	\$ 1,781,583	\$ 1,941,288
Carefree	0.098%	\$ 102,560	\$ 345,450	\$ 588,340	\$ 831,230	\$ 1,074,120
Cave Creek	0.127%	\$ 133,295	\$ 374,054	\$ 614,813	\$ 855,572	\$ 1,096,331
Chandler	6.070%	\$ 6,347,724	\$ 6,157,661	\$ 5,967,599	\$ 5,777,536	\$ 5,587,474
El Mirage	0.836%	\$ 873,984	\$ 1,063,394	\$ 1,252,805	\$ 1,442,215	\$ 1,631,625
Fort McDowell	0.020%	\$ 21,404	\$ 269,920	\$ 518,436	\$ 766,952	\$ 1,015,468
Fountain Hills	0.646%	\$ 675,237	\$ 878,426	\$ 1,081,614	\$ 1,284,803	\$ 1,487,991
Gila Bend	0.047%	\$ 49,338	\$ 295,918	\$ 542,497	\$ 789,077	\$ 1,035,656
Gila River (b)	0.068%	\$ 71,224	\$ 316,286	\$ 561,349	\$ 806,411	\$ 1,051,473
Gilbert	5.336%	\$ 5,579,990	\$ 5,443,152	\$ 5,306,313	\$ 5,169,475	\$ 5,032,636
Glendale	6.171%	\$ 6,453,157	\$ 6,255,785	\$ 6,058,413	\$ 5,861,042	\$ 5,663,670
Goodyear	1.476%	\$ 1,543,856	\$ 1,686,827	\$ 1,829,797	\$ 1,972,768	\$ 2,115,739
Guadalupe	0.149%	\$ 155,596	\$ 394,809	\$ 634,022	\$ 873,235	\$ 1,112,449
Litchfield Park	0.127%	\$ 132,301	\$ 373,129	\$ 613,958	\$ 854,786	\$ 1,095,614
Mesa	11.418%	\$ 11,940,330	\$ 11,362,555	\$ 10,784,779	\$ 10,207,004	\$ 9,629,228
Paradise Valley	0.359%	\$ 375,195	\$ 599,185	\$ 823,174	\$ 1,047,163	\$ 1,271,152
Peoria (b)	3.864%	\$ 4,040,703	\$ 4,010,577	\$ 3,980,451	\$ 3,950,325	\$ 3,920,199
Phoenix	38.784%	\$ 40,559,893	\$ 37,998,037	\$ 35,436,181	\$ 32,874,325	\$ 30,312,469
Queen Creek (a)	0.592%	\$ 618,911	\$ 826,005	\$ 1,033,098	\$ 1,240,191	\$ 1,447,285
Salt River	0.171%	\$ 178,685	\$ 416,297	\$ 653,910	\$ 891,522	\$ 1,129,135
Scottsdale	6.019%	\$ 6,294,745	\$ 6,108,355	\$ 5,921,966	\$ 5,735,576	\$ 5,549,187
Surprise	2.701%	\$ 2,825,076	\$ 2,879,225	\$ 2,933,374	\$ 2,987,522	\$ 3,041,671
Tempe	4.288%	\$ 4,484,388	\$ 4,423,504	\$ 4,362,619	\$ 4,301,734	\$ 4,240,849
Tolleson	0.170%	\$ 177,501	\$ 415,196	\$ 652,890	\$ 890,585	\$ 1,128,279
Wickenburg	0.160%	\$ 167,343	\$ 405,741	\$ 644,140	\$ 882,539	\$ 1,120,938
Youngtown	0.162%	\$ 169,416	\$ 407,671	\$ 645,926	\$ 884,181	\$ 1,122,436
Maricopa County (c)	6.051%	\$ 6,328,170	\$ 6,139,464	\$ 5,950,757	\$ 5,762,050	\$ 5,573,343
Total	100%	\$ 104,578,340	\$ 104,578,340	\$ 104,578,340	\$ 104,578,340	\$ 104,578,340

Jurisdictions would have to identify specific projects for the use of the Economic Recovery funds. The normal federal requirements still hold; this is a reimbursement program. It is suggested that projects that have an 'A' or a 'B' status for TIP and NEPA are used. Projects that would require a lengthy NEPA/environmental review process, 'C' projects, are not good candidates for these funds. The projects will have to be identified and agreed to prior to amending the TIP.

(a) Maricopa and Pinal County portions

(b) Maricopa County Portion only

(c) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community

(d) MAG July 1, 2008 Approved Population

**SCENARIO #1B
Member Agency Allocation**

Jurisdiction	Share of County	Population Distribution	Minimum Agency Allocation of \$250K	Minimum Agency Allocation of \$500K	Minimum Agency Allocation of \$750K	Minimum Agency Allocation of \$1 Million
Apache Junction (a)	0.942%	\$ 984,902	\$ 971,748	\$ 944,166	\$ 913,018	\$ 1,000,000
Avondale	1.904%	\$ 1,990,948	\$ 1,964,358	\$ 1,908,602	\$ 1,845,637	\$ 1,769,008
Buckeye	1.245%	\$ 1,302,468	\$ 1,285,073	\$ 1,248,597	\$ 1,207,406	\$ 1,157,276
Carefree	0.098%	\$ 102,560	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Cave Creek	0.127%	\$ 133,295	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Chandler	6.070%	\$ 6,347,724	\$ 6,262,949	\$ 6,085,180	\$ 5,884,430	\$ 5,640,115
El Mirage	0.836%	\$ 873,984	\$ 862,312	\$ 837,836	\$ 750,000	\$ 1,000,000
Fort McDowell	0.020%	\$ 21,404	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Fountain Hills	0.646%	\$ 675,237	\$ 666,219	\$ 647,309	\$ 750,000	\$ 1,000,000
Gila Bend	0.047%	\$ 49,338	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Gila River (b)	0.068%	\$ 71,224	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Gilbert	5.336%	\$ 5,579,990	\$ 5,505,469	\$ 5,349,200	\$ 5,172,730	\$ 4,957,964
Glendale	6.171%	\$ 6,453,157	\$ 6,366,974	\$ 6,186,252	\$ 5,982,168	\$ 5,733,795
Goodyear	1.476%	\$ 1,543,856	\$ 1,523,238	\$ 1,480,002	\$ 1,431,177	\$ 1,371,756
Guadalupe	0.149%	\$ 155,596	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Litchfield Park	0.127%	\$ 132,301	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Mesa	11.418%	\$ 11,940,330	\$ 11,780,866	\$ 11,446,474	\$ 11,068,856	\$ 10,609,289
Paradise Valley	0.359%	\$ 375,195	\$ 370,185	\$ 500,000	\$ 750,000	\$ 1,000,000
Peoria (b)	3.864%	\$ 4,040,703	\$ 3,986,669	\$ 3,873,510	\$ 3,745,723	\$ 3,590,205
Phoenix	38.784%	\$ 40,559,893	\$ 40,018,210	\$ 38,882,323	\$ 37,599,597	\$ 36,038,503
Queen Creek (a)	0.592%	\$ 618,911	\$ 597,890	\$ 580,919	\$ 750,000	\$ 1,000,000
Salt River	0.171%	\$ 178,685	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Scottsdale	6.019%	\$ 6,294,745	\$ 6,210,678	\$ 6,034,392	\$ 5,835,318	\$ 5,593,042
Surprise	2.701%	\$ 2,825,076	\$ 2,787,347	\$ 2,708,230	\$ 2,618,886	\$ 2,510,153
Tempe	4.288%	\$ 4,484,388	\$ 4,424,499	\$ 4,298,913	\$ 4,157,092	\$ 3,984,494
Tolleson	0.170%	\$ 177,501	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Wickenburg	0.160%	\$ 167,343	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Youngtown	0.162%	\$ 169,416	\$ 250,000	\$ 500,000	\$ 750,000	\$ 1,000,000
Maricopa County (c)	6.051%	\$ 6,328,170	\$ 6,243,657	\$ 6,066,435	\$ 5,866,304	\$ 5,622,741
Total	100%	\$ 104,578,340	\$ 104,578,340	\$ 104,578,340	\$ 104,578,340	\$ 104,578,340

Jurisdictions would have to identify specific projects for the use of the Economic Recovery funds. The normal federal requirements still hold; this is a reimbursement program. It is suggested that projects that have an 'A' or a 'B' status for TIP and NEPA are used. Projects that would require a lengthy NEPA/environmental review process, 'C' projects, are not good candidates for these funds. The projects will have to be identified and agreed to prior to amending the TIP.

(a) Maricopa and Pinal County portions

(b) Maricopa County Portion only

(c) The Maricopa County portion of the dues and assessments includes the balance of the county, excluding Gila River Indian Community, the Fort McDowell Yavapai Nation, and the Salt River Pima-Maricopa Indian Community

(d) MAG July 1, 2008 Approved Population

SCENARIO #2

Use the \$104.6 Million MAG Sub-Allocation 100% for Freeway/Highway Projects in Addition to the ADOT/State Portion*

* There is a total of \$104.6 million sub-allocated to MAG; it would have to be decided which projects receive funding.

COOPERATIVELY DEVELOPED ADOT PROJECTS

These projects were prioritized by the MAG Regional Council on 2-25-09 and are the not funded by the ADOT/State Portion

Priority Order	Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	
7	NHS	A	DOT06-613	Yes	ADOT	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$20,000,000	Project is ready to advertise.	
8	State	A	DOT08-673	Yes	ADOT	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,600,000	Added to Freeway Life Cycle Program in 2006.	
9	State	B-C	Not in TIP	Yes	ADOT	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.	
10	Not in TIP	B-C	Not in TIP	Yes	ADOT	Loop 101: Olive Avenue	TI Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*	
11	State	A	DOT10-6C32	Yes	ADOT	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*	
12	Not in TIP	B	Not in TIP	Yes	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*	
13	Not in TIP	B	Not in TIP	Yes	ADOT	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*	
									TOTAL	\$43,100,000	

ADOT PROJECTS - NON PRIORITIZED PROP. 400 PROJECTS

Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes		
RARF	A	DOT10-828	Yes	ADOT	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	2010	\$23,000,000	The project is projected to be ready to advertise by November 2009.		
NHS/RARF	C	Breakout from the DOT12-846	Yes	ADOT	Loop 303: Greenway to Mountain View	Construction	2012	\$135,000,000	Conformity would have to be redetermined. This project is being advanced from 2012 to 2010.		
STP-AZ/State	A	DOT07-323	Yes	ADOT	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street improvements	2010	\$2,500,000	This is a carry-over from Prop. 300.		
									TOTAL	\$160,500,000	

SCENARIO #3

Use the \$104.6 Million MAG Sub-Allocation to fund Freeway (in addition to the ADOT/State portion) and Arterial Projects in Prop. 400*

* There is a total of \$104.6 million sub-allocated to MAG; it would have to be decided which projects receive funding between the Freeway and Arterial projects

COOPERATIVELY DEVELOPED ADOT PROJECTS

These projects were prioritized by the MAG Regional Council on 2-25-09 and are not funded by the ADOT/State Portion.

Priority Order	Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	
7	NHS	A	DOT06-613	Yes	ADOT	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$20,000,000	Project is ready to advertise.	
8	State	A	DOT08-673	Yes	ADOT	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,600,000	Added to Freeway Life Cycle Program in 2006.	
9	State	B-C	Not in TIP	Yes	ADOT	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.	
10	Not in TIP	B-C	Not in TIP	Yes	ADOT	Loop 101: Olive Avenue	TI Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*	
11	State	A	DOT10-6C32	Yes	ADOT	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*	
12	Not in TIP	B	Not in TIP	Yes	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*	
13	Not in TIP	B	Not in TIP	Yes	ADOT	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*	
									TOTAL	\$43,100,000	

ADOT PROJECTS - NON PRIORITIZED PROP. 400 PROJECTS

Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes		
RARF	A	DOT10-828	Yes	ADOT	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	2010	\$23,000,000	The project is projected to be ready to advertise by November 2009.		
NHS/RARF	C	Breakout from the DOT12-846	Yes	ADOT	Loop 303: Greenway to Mountain View	Construction	2012	\$135,000,000	Conformity would have to be redetermined. This project is being advanced from 2012 to 2010.		
STP-AZ/State	A	DOT07-323	Yes	ADOT	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street improvements	2010	\$2,500,000	This is a carry-over from Prop. 300.		
									TOTAL	\$160,500,000	

SCENARIO #3 - continued

ALCP Projects Identified with TIP Status - A & NEPA Status A*

Current Funding	TIP Status	NEPA Status	TIP #	Prop. 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
RARF/Local	A	A	CHN120-07C	Yes	Chandler	Chandler Boulevard/Dobson Road Intersection Improvements	Add dual left turns, right turns, auxiliary thru lanes, bus pullouts and related improvements	2009	\$ 10,383,000	
RARF/Local	A	A	PEO100-07AC2 & PEO100-07AC1	Yes	Peoria	Loop 101: Beardsley Phase I	The project extends Beardsley Road from 83rd Ave to the New Frontage Road along Loop 101. Roadway, Bridge and Bank Stabilization are the major project components.	2009	\$ 17,000,000	This project is currently planned as a CM@Risk project, however, it could be combined with Phase 2 (frontage road) to be led by ADOT. There are no ADOT funds for this project.
Local	A	A	DOT12-840	Yes	ADOT	Loop 101: Beardsley Rd / Union Hills - Phase 2	Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hills	2009	\$20,000,000	This project is being constructed by ADOT with 100% of funding from the City of Peoria. This project is in the Arterial Life Cycle Program
STP-MAG	A	A	FTH07-301	No	Fountain Hills	Shea Blvd. - Palisades Blvd. to Fountain Hills Blvd.	Widen for 3rd WB Lane, Bike Lane, Sidewalk, and Overlay	2009	\$ 2,484,000	The Total Cost listed for this project is the Local cost. There are currently STP-MAG funds committed to the project.
TOTAL									\$ 49,867,000	

ALCP Projects Identified with other TIP and NEPA rankings*

Current Funding	TIP Status	NEPA Status	TIP #	Prop. 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
RARF & Local	A	C	SCT220-08AC	Yes	Scottsdale	Pima Rd. - Thompson Peak Parkway to Pinnacle Peak Rd.	Widen from 4 to 6 travel lanes, turn lanes, bike lanes, multi-use path, multi-use trail, raised medians, flood control protection	2010	\$ 23,400,000	With the help of ADOT consultant team, project could possibly obligate within one year.
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi-Agency	Northern Parkway - Overpass at Sarival	Project will be to build the overpass at Sarival.	Not in TIP	\$ 30,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi-Agency	Northern Parkway - Overpass at El Mirage	Project will be to build the overpass at El Mirage.	Not in TIP	\$ 30,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi-Agency	Northern Parkway - Overpass at Reems	Project will be to build the overpass at Reems.	Not in TIP	\$ 20,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.
TOTAL									\$ 103,400,000	

* There is a total of \$104.6 million sub-allocated to MAG; it would have to be decided which projects receive funding between the Freeway and Arterial projects

SCENARIO #4

Use the \$104.6 Million MAG Sub-Allocation to fund Arterial, Transit, and Freeway Projects found in Prop. 400*

Prop. 400 Percent Allocation: Arterial - \$10.98 million (10.5%), Transit - \$34.8 million (33.3%), and Freeway - \$58.7 million (56.2%)

* There is a total of \$104.6 million sub-allocated to MAG; it would have to be decided which projects receive funding between the Freeway, Arterial, and Transit projects.

COOPERATIVELY DEVELOPED ADOT PROJECTS

These projects were prioritized by the MAG Regional Council on 2-25-09 and are the not funded by the ADOT/State Portion.

Priority Order	Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
7	NHS	A	DOT06-613	Yes	ADOT	SR 85: Southern Ave - I 10	2 Miles New Roadway	2009	\$20,000,000	Project is ready to advertise.
8	State	A	DOT08-673	Yes	ADOT	SR 74: MP 20 - MP 22	2 Miles Passing Lane	2009	\$3,600,000	Added to Freeway Life Cycle Program in 2006.
9	State	B-C	Not in TIP	Yes	ADOT	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles	Not in TIP	\$3,000,000	Conformity would have to be assessed.
10	Not in TIP	B-C	Not in TIP	Yes	ADOT	Loop 101: Olive Avenue	Tl Improvements	Not in TIP	\$3,000,000	Conformity would have to be assessed. This project will not be ready to obligate in 120 days.*
11	State	A	DOT10-6C32	Yes	ADOT	SR 74: MP 13 - MP 15	Construct Passing Lanes	2010	\$2,000,000	Added to Freeway Life Cycle Program in 2006. This project will not be ready to obligate in 120 days.*
12	Not in TIP	B	Not in TIP	Yes	ADOT	I-17: I-10 to Indian School	Southbound Roadway Improvements	Not in TIP	\$1,500,000	This project will not be ready to obligate in 120 days.*
13	Not in TIP	B	Not in TIP	Yes	ADOT	Regionwide	Construct Noise Walls	Not in TIP	\$10,000,000	This funding would supplement Prop. 400 funding. This project will not be ready to obligate in 120 days.*
TOTAL									\$43,100,000	

ADOT PROJECTS - NON PRIORITIZED PROP. 400 PROJECTS

Current Funding	TIP Status	TIP #	Prop. 400 Project	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes	
RARF	A	DOT10-828	Yes	ADOT	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	2010	\$23,000,000	The project is projected to be ready to advertise by November 2009.	
NHS/RARF	C	Breakout from the DOT12-846	Yes	ADOT	Loop 303: Greenway to Mountain View	Construction	2012	\$135,000,000	Conformity would have to be redetermined. This project is being advanced from 2012 to 2010.	
STP-AZ/State	A	DOT07-323	Yes	ADOT	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street improvements	2010	\$2,500,000	This is a carry-over from Prop. 300.	
TOTAL									\$160,500,000	

SCENARIO #4 - continued

ALCP Projects Identified with TIP Status - A & NEPA Status A*										
Current Funding	TIP Status	NEPA Status	TIP #	Prop. 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
RARF/ Local	A	A	CHN120-07C	Yes	Chandler	Chandler Boulevard/Dobson Road Intersection Improvements	Add dual left turns, right turns, auxiliary thru lanes, bus pullouts and related improvements	2009	\$ 10,383,000	
RARF/ Local	A	A	PEO100-07AC2 & PEO100-07AC1	Yes	Peoria	Loop 101: Beardsley Phase I	This project constructs the City of Peoria's portion of the Beardsley Connector. The project extends Beardsley Road from 83rd Ave to the New Frontage Road along Loop 101. Roadway, Bridge and Bank Stabilization are the major project components.	2009	\$ 17,000,000	This project is currently planned as a CM@Risk project, however, it could be combined with Phase 2 (frontage road) to be led by ADOT. There are no ADOT funds for this project.
Local	A	A	DOT12-840	Yes	ADOT	Loop 101: Beardsley Rd / Union Hills - Phase 2	Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hills	2009	\$20,000,000	This project is being constructed by ADOT with 100% of funding from the City of Peoria. This project is in the Arterial Life Cycle Program
STP-MAG	A	A	FTH07-301	No	Fountain Hills	Shea Blvd. - Palisades Blvd. to Fountain Hills Blvd.	Widen for 3rd WB Lane, Bike Lane, Sidewalk, and Overlay	2009	\$ 2,484,000	The Total Cost listed for this project is the Local cost. There are currently STP-MAG funds committed to the project.
TOTAL*									\$ 49,867,000	

ALCP Projects Identified with other TIP and NEPA rankings*										
Current Funding	TIP Status	NEPA Status	TIP #	Prop. 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
RARF & Local	A	C	SCT220-08AC	Yes	Scottsdale	Pima Rd. - Thompson Peak Parkway to Pinnacle Peak Rd.	Widen from 4 to 6 travel lanes, turn lanes, bike lanes, multi-use path, multi-use trail, raised medians, flood control protection	2010	\$ 23,400,000	With the help of ADOT consultant team, project could possibly obligate within one year.
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi-Agency	Northern Parkway - Overpass at Sarival	Project will be to build the overpass at Sarival.	Not in TIP	\$ 30,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi-Agency	Northern Parkway - Overpass at El Mirage	Project will be to build the overpass at El Mirage.	Not in TIP	\$ 30,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.
STP-MAG & Local	C	B	Not in TIP	Yes	MAG/Multi-Agency	Northern Parkway - Overpass at Reems	Project will be to build the overpass at Reems.	Not in TIP	\$ 20,000,000	NEPA is submitted; FONSI is anticipated June 2009. This project is coded as a C for TIP Status because conformity would be redetermined.
TOTAL*									\$ 103,400,000	

SCENARIO #4 - continued

TRANSIT PROJECTS

This list of projects include Prop. 400 projects that are not in the proposed scenario as proposed per February 27, 2009 RPTA Memorandum. Fleet Acquisition projects are not included in the list since the RPTA. There will most likely be additional information regarding transit at the Management meeting; additional projects or tables maybe presented.

Operating Costs	TIP Status	NEPA Status	TIP ID	Prop 400	Agency	Project Location	Project Description	Fiscal Year in TIP	Total Cost	Project Notes
n/a	A	A		Yes	VMR	CPEV LRT	Security Enhancements		\$9,000,000	These improvements were not included in the initial Central Phoenix/East Valley LRT Project because funding was not available. Falls under Listed CEs (23 CFR 771.117(c)) that does not need further NEPA approval by the FTA
n/a	B	A		Yes	Phoenix	South facility	Upgrade/rehab		\$30,000,000	Expand/rehab maintenance facility
n/a	B	A		Yes	RPTA	Regional	Security projects		\$5,000,000	Security improvements at RPTA facilities
	B	A		Yes	RPTA	Regional	ITS/VMS projects		\$30,000,000	Purchase of replacement equipment for regional VMS and ITS systems
	B	A		Yes	Tempe	EVBOM	Expansion/Upgrade		\$12,744,200	Expansion/upgrade to provide additional bus parking shade srtructures; full LNG/bio-diesel fueling capability; and parking area for new generation of neighborhood circulator buses
	A	B	GLN12-811T	Yes	Glendale	Glendale/Grand	Transit Center		\$4,400,000	Regional transit center currently in design
	A	B	MES12-809T	Yes	Mesa	US 60/Country Club	Park and Ride		\$9,800,000	Regional park and ride currently in site selection process
	A	B	TMP09-805T	Yes	Tempe	South Tempe	Transit Center		\$14,800,000	Regional transit center/park and ride. Currently in site selection process
	A	B	VMR09-804T	Yes	VMR	Northwest Corridor	LRT Extension - Phase 1 Capital Improvements		\$102,000,000	The design for this project is 95% complete and a contractor has been hired. This project would require an EA to comply with NEPA. Draft enviornmental tech reports have been completed to support an EA.
	A	B		Yes	VMR	Tempe South Corridor	BRT Park-and-Rides and Transit Centers		\$40,000,000	An Alternatives Analysis and Conceptual Engineering are nearly complete for this project. Minimal land acquisition is required. A Categorical Exclusion will be required to comply with NEPA.
	A	B		Yes	VMR	Northwest Corridor	LRT Extension - Phase 1 Park-and-Ride Construction		\$16,000,000	The design for this project is 95% complete and a contractor has been hired. A Categorical Exclusion will be required to comply with NEPA.
	B	B		Yes	Glendale	Arrowhead Towne Center	Transit center and park-and-ride		\$17,252,661	Regional multi-use park and ride and transit center currently in design process.
TOTAL*									\$290,996,861	

* There is a total of \$104.6 million sub-allocated to MAG; it would have to be decided which projects receive funding between the Freeway, Arterial, and Transit projects.

SCENARIO #5

Use the \$104.6 Million MAG Sub-Allocation to fund Local Sponsored Projects that are categorized as TIP Status A & NEPA Status A, with Transportation Enhancement projects, and Projects that are categorized as TIP Status A & NEPA Status B*

* There is a total of \$104.6 million sub-allocated to MAG, it would have to be decided which projects receive funding.

TIP STATUS - A & NEPA STATUS A											
Current Funding	TIP #	Prop. 400	Agency	Project Location	Project Description	Total Cost	Current Federal	Current Local/Reg. Cost	TIP Status	NEPA Status	Project Notes
CMAQ	AVN08-624	No	Avondale	McDowell Road: Aqua Fria Bridge to 119th Avenue (North Side)	Construct pedestrain improvements on the north side of McDowell Road	\$ 700,000	\$ 497,000	\$ 203,000	A	A	Please Clarify the NEPA Status and add notes if needed. Has already gone through Local government but has not bid. P.S.& E at 98% Completion, Environmental Clearance-Obtained Utility Clearance-Obtained & ROW Clearance-Obtained
CMAQ	AVN11-706AC & AVN11-706FIN	No	Avondale	Buckeye Road: Avondale Blvd to 117th Alignment	construct sidewalks and landscaping	\$600,000	\$ 305,900	\$ 294,100	A	A	Project has finished the federal process and is out for advertisement. Project is advance constructed.
RARF/ Local	CHN120-07C	Yes	Chandler	Chandler Boulevard/Dobson Road Intersection Improvements	Add dual left turns, right turns, auxiliary thru lanes, bus pullouts and related improvements	\$ 10,383,000		\$ 10,383,000	A	A	
STP-MAG	FTH07-301	Yes	Fountain Hills	Shea Blvd. - Palisades Blvd. to Fountain Hills Blvd.	Widen for 3rd WB Lane, Bike Lane, Sidewalk, and Overlay			\$ 2,484,000	A	A	The Total Cost listed for this project is the Local cost. There are currently STP-MAG funds committed to the project.
CMAQ	FTH09-602	No	Fountain Hills	Fountain Hills Blvd.: Fayette Dr to Fountain Hills Middle School	Sidewalk and Overlay (Project in TIP is just for sidewalk)	\$ 1,730,000	\$ 354,200	\$ 1,375,800	A	A	Project in TIP is just for sidewalk
CMAQ	GLB05-107R	No	Gilbert	Eastern Canal: Baseline Rd to Guadalupe Rd (Santan Vista Trail Phase I)	Design & construct multi-use path	\$ 1,000,000	\$ 549,769	\$ 450,231	A	A	
CMAQ	GLB06-201R	No	Gilbert	Eastern Canal: Guadalupe Rd to Elliot Rd (Santan Vista Trail Phase II)	Design & construct multi-use path	\$ 1,000,000	\$ 500,000	\$ 500,000	A	A	
CMAQ	GLB07-302	No	Gilbert	Eastern Canal: Elliot Rd to Warner Rd (Santan Vista Trail phase III)	Design & construct multi-use path	\$ 1,000,000	\$ 636,000	\$ 364,000	A	A	
STP-HES	GLN05-501	No	Glendale	51st Avenue at Northern Avenue	Improve intersection by adding turn lane, bus bay, and raised medians.	\$ 1,159,710	\$ 900,000	\$ 259,710	A	A	All federal approvals have been completed. Holding for ADOT to award contract.
CMAQ	GLN08-604	No	Glendale	63rd Avenue at Loop 101 Expressway	Multi-use overpass over Loop 101. Overpass is 290 feet in length with 14-foot wide bicycle/pedestrian bridge.	\$ 6,488,705	\$ 1,657,383	\$ 4,831,322	A	A	All federal approvals have been completed. Holding for ADOT to award contract.
CMAQ	LPK05-101C, LPK13-901	No	Litchfield Park	Litchfield Road - North of Wigwam Blvd.	Pedestrian Underpass	\$ 2,237,744	\$ 886,420	\$ 1,351,324	A	A	Plans, specifications and cost estimate are 60% complete

Current Funding	TIP #	Prop. 400	Agency	Project Location	Project Description	Total Cost	Current Federal	Current Local/Reg. Cost	TIP Status	NEPA Status	Project Notes
STP-Rural/CMAQ	MMA09-610	No	Maricopa County	Rio Verde Drive: Forest Road to 136th St. Alignment	Pave shoulders to include a bicycle lane	\$ 1,440,000	\$ 507,500	\$ 932,500	A	A	Please Clarify the NEPA Status and add notes if needed. RESPONSE: NEPA submittal anticipated by Feb 17, 2009. Could obligate funds within 75 days. MAG & FHWA STP-Rural Check.
CMAQ	PEO06-202C	No	Peoria	91 Avenue and Olive Avenue Intersection	Design, ROW acquisition and construction of the widening existing intersection to accommodate 3 thru lanes each direction, dual left turn lanes and separate right turn lanes, reconstruction of traffic signal, landscape/irrigation, and utility relocation . Enviornmental, utility, ROW clearances have been received. 100% plans have ben submitted to ADOT.	\$ 3,776,388	\$ 800,000	\$ 2,976,388	A	A	The ROW, utility and environmental clearances have been issued by ADOT for this project.
CMAQ	PEO07-312	No	Peoria	Skunk Creek Corridor: 75th Ave to New River confluence (follows Greenway Ave)	Develop multi-use path	\$ 1,350,000	\$ 900,000	\$ 450,000	A	A	
CMAQ	PEO08-602	No	Peoria	84th Ave: Peoria Ave to Monroe St	Pedestrian Improvements	\$ 4,000,000	\$ 1,164,057	\$ 2,835,943	A	A	
RARF/Local	PEO100-07AC2 & PEO100-07AC1	Yes	Peoria	Loop 101: Beardsley Phase I	This project constructs the City of Peoria's portion of the Beardsley Connector. The project extends Beardsley Road from 83rd Ave to the New Frontage Road along Loop 101. Roadway, Bridge and Bank Stabilization are the major project components.	\$ 17,000,000		\$ 17,000,000	A	A	This project is currently planned as a CM@Risk project, however, it could be combined with Phase 2 (frontage road) to be led by ADOT There are no ADOT funds for this project.
Local	DOT12-840	Yes	Peoria / ADOT	Loop 101: Beardsley Rd / Union Hills - Phase 2	Frontage Road construction 75th Ave to Union Hills and U-turn structure at Union Hills	\$20,000,000		\$ 20,000,000	A	A	This project is being constructed by ADOT with 100% of funding from the City of Peoria. This project is in the Arterial Life Cycle Program
CMAQ	SCT08-608	No	Scottsdale	Indian Bend Wash: Jackrabbit Rd. to Chaparral Rd.	Construct new pedestrian/bicycle underpass and multi-use path	\$ 1,640,000	\$ 907,451	\$ 732,549	A	A	Project cleared by ADOT
STP/CMAQ	DOT09-6C00R*	No	Surprise	Grand Avenue widening and Dysart/Grand intersection upgrade	Intersection Improvement in Partnership with ADOT.	\$ 3,000,000		\$ 3,000,000	A	A	Project added due to FHWA eligibility. Environmental Clearance by ADOT for Grand Avenue Wideing Project from 99 Avenue to SR 303 as part of ADOT managed RTP project
CMAQ	TMP04-102	No	Tempe	Curry Road- Scottsdale Rd to McClintock Dr	Design and Construct Pedestrian Facilities	\$ 1,288,820	\$ 902,160	\$ 386,660	A	A	
CMAQ	TMP-07-312	No	Tempe	West Dam: South Bank to North Bank	Construct Bicycle/Pedestrian Bridge	\$ 6,150,000	\$ 1,750,000	\$ 4,400,000	A	A	
CMAQ	TMP04-+104R	No	Tempe	Western Canal	Construct Multi-Use Path	\$ 9,500,000	\$ 3,350,000	\$ 6,150,000	A	A	

Current Funding	TIP #	Prop. 400	Agency	Project Location	Project Description	Total Cost	Current Federal	Current Local/Reg. Cost	TIP Status	NEPA Status	Project Notes
CMAQ	TMP-08-602	No	Tempe	College Ave- US60 to Apache BLVD	Construct Bike Improvements	\$ 4,550,000	\$ 2,550,000	\$ 2,000,000	A	A	College is on ly func classed from Southern to Apache (STP eligible)
CMAQ	TMP-09-802	No	Tempe	Citywide	Purchase and install MMUs in all traffic control cabinets	\$ 203,348	\$ 135,950	\$ 67,398	A	A	ONLY ON FUNC CLASS ROADWAYS
CMAQ	TMP-10-803	No	Tempe	Citywide	Install Video Detection System	\$ 486,988	\$ 305,568	\$ 181,420	A	A	ONLY ON FUNC CLASS ROADWAYS
CMAQ	TMP11-703	No	Tempe	Citywide	Install wireless communications and CCTV monitoring at 26 intersections	\$ 312,000	\$ 218,400	\$ 93,600	A	A	ONLY ON FUNC CLASS ROADWAYS
CMAQ	TMP12-804	No	Tempe	Citywide	Install Fiber Optic Cables	\$ 603,699	\$ 242,528	\$ 361,171	A	A	ONLY ON FUNC CLASS ROADWAYS
TOTAL						\$ 101,600,402	\$ 20,020,286	\$ 84,064,116			

Scenario #5 with STP-TEA PROJECTS											
Current Funding	TIP #	Prop. 400	Agency	Project Location	Project Description	Total Cost	Federal Cost	Current Local*	TIP Status	NEPA Status	Project Notes
STP-TEA	MMA09-725	No	Maricopa County	Bush Highway: Userly Pass Road to Stewart Mountain Dam Road	Design and construct bicycle lane	\$ 1,137,000	\$ 500,000	\$ 637,000	A	A	Please Clarify the NEPA Status and add notes if needed. RESPONSE: NEPA compliance complete. Obligation authority anticipated in February.
STP-TEA & BR	MMA09-811	No	Maricopa County	Old US80 at Gila River	Bridge rehabilitation:scour protection; deck rehab; repair of rails & bent members; bearing pad repair, crash protection; painting, lighting, sidewalks.	\$ 7,450,000	\$ 1,500,000	\$ 5,950,000	A	A-B	
STP-TEA	MES11-812	No	Mesa	Consolidated Canal Bank (8th Street to Broadway Road)	Construct a 10-foot wide concrete multi-use path with lighting and signing.	\$ 2,000,000	\$ 500,000	\$ 1,500,000	A	B-C	
STP-TEA	SCT09-703	No	Scottsdale	Crosscut Canal: Thomas Rd. to Indian School Rd.	Construct new pedestrian/bicycle bridge and multi-use path	\$ 1,620,000	\$ 500,000	\$ 1,231,000	A	A	Project cleared by ADOT - Total cost is lower than TIP; TIP Total is \$1,731,000
STP-TEA	TMP09-704	No	Tempe	Croscut Canal -South End of Existing Path to Town Lake	Construct Multi-Use Path	\$ 1,971,235	\$ 500,000	\$ 1,471,235	A	A	
STP-TEA	PHX08-641	No	Phoenix	Papago Trail - Arcadia Portal. (ties into the intersection of Indian School Rd (FUNCTIONALLY CLASSIFIED) and 48th Dr)	Design and construct multi-use trail enhancements.	\$ 830,282	\$ 500,000	\$ 330,282	A	A	
STP-TEA	PHX08-642	No	Phoenix	Three Historic Phoenix Neighborhoods	Restore 123 historic streetlights	\$ 377,970	\$ 328,133	\$ 49,837	A	A-B	
TOTAL						\$ 15,386,487	\$ 4,328,133	\$ 11,169,354			

TOTAL WITH TEA PROJECTS	\$ 116,986,889	\$ 24,348,419	\$ 95,233,470
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Scenario #5 with TIP STATUS - A & NEPA STATUS B

Eligible	Current Funding	TIP #	Agency	Project Location	Project Description	Total Cost	Current Federal Funding	Current Local/Reg. Cost	TIP Status	NEPA Status	Project Notes
Yes	CMAQ	FTH11-801	Fountain Hills	Shea Blvd. from 142nd Street to Eagle Mountain Parkway. Southside only	Multi-use path/Sidewalk	\$ 500,000	\$ 273,000	\$ 227,000	A	B	Please Clarify the NEPA Status and add notes if needed
STP	Local	GDY07-304C	Goodyear	Yuma Road Bridge over Bullard Wash	New construction	\$ 8,000,000		\$ 8,000,000	A	B	
Yes	Local	MMA09-811	Maricopa County	Old US80 Bridge over Gila River	Bridge rehabilitation: Scour protection; deck rehab; repair of rails & bent members; bearing pad repair, crash protection.	\$ 7,450,000	\$ 1,500,000	\$ 5,950,000	A	B	CE in progress - submittal expected in March-April timeframe. Could not likely obligate funding within 75 days.
Yes	CMAQ	MES09-809	Mesa	Broadway (West city limit to Country Club Dr.), Dobson Rd. (Broadway to Southern), Alma School Dr. (Broadway to Southern), Baseline (Harris to Lindsay)	Fiber Optic Lines - Signal System Phase 4A. Install fiber optic communication lines, convert signals and traffic cameras to new control system, and install additional traffic cameras and detectors.	\$ 1,900,000	\$ 651,254	\$ 1,248,746	A	B	NEPA started,--clearance will take more than 90 days but less than one year.
Yes	CMAQ	MES10-810	Mesa	Southern Ave (West city limits to Extension Rd.), Alma School Rd. (Southern to Baseline), Baseline Rd. (West city limit to Horne), Mesa Dr. (Baseline to US 60), Longmore (Southern to US 60), and Extension (Southern to Grove)	Fiber Optic Lines - Signal System for US 60 Connectivity, Phase 4B. Install fiber optic communication lines, convert signals and traffic cameras to new control system, and install additional traffic cameras and detectors.	\$ 2,500,000	\$ 709,973	\$ 1,790,027	A	B	NEPA started,--clearance will take more than 90 days but less than one year. Depends on what the project is, Please specify Project description
Yes	Bridge	PHX09-829	Phoenix	Throughout City of Phoenix	Bridge Systems Maintenance: Upgrades of computer software for bridge inspection	\$69,000		\$69,000	A	B	
Yes	STP/BR	PHX09-828	Phoenix	Bridge Inspection Program (PHX09-828)	Inspection of bridges, upgrades of computer software and rental of necessary inspection equipment	\$500,000		\$ 500,000	A	B	There is \$250,000 in TIP for Local Costs
Yes	STP/BR	PHX09-827	Phoenix	Bridge Rehabilitation (PHX09-827)	Bridge Rehabilitation Program	\$ 58,000		58000	A	B	Rehabilitation and strengthening the bridges to carry standard design loads.
Yes	CMAQ	SCT09-611	Scottsdale	Scottsdale Rd.: Roosevelt St. to Earl Dr.	Upgrade sidewalks, add bicycle lanes, access management, transit shelters, streetscape	\$ 7,000,000	\$ 2,458,415	\$ 4,541,585	A	B	Project clearance nearly complete
Yes	CMAQ	SCT09-805	Scottsdale	South Scottsdale	Replace traffic signal controllers and cabinets	\$ 500,000	\$ 525,000	\$ (25,000)	A	B	Request to fund local match
Yes	CMAQ	SCT12-813	Scottsdale	South Scottsdale	Replace traffic signal controllers and cabinets	\$ 500,000	\$ 249,054	\$ 250,946	A	B	Request to fund local match
Yes	CMAQ/STP	TMP12-806	Tempe	LRT Corridor	CCTV Monitoring Stations	\$ 425,099	\$ 285,456	\$ 361,171	A	B	
Yes	CMAQ	TMP10-620	Tempe	Broadway Road Between Rural Road and Mill Ave	Pedestrian and Bike Improvement	\$ 5,500,000	\$ 2,571,780	\$ 2,928,220	A	B	
TOTAL						\$ 34,902,099	\$ 9,223,932	\$ 25,899,695			

TOTAL WITH AA and AB projects with TEA \$ 151,888,988 \$ 33,572,351 \$ 121,133,165

* There is a total of \$104.6 million sub-allocated to MAG, it would have to be decided which projects receive funding.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 24, 2009

SUBJECT:

MAG Regional Portion of the American Recovery and Reinvestment Act - Transit

SUMMARY:

The American Recovery and Reinvestment Act (ARRA) regional portion for transit is in the range of \$65 to \$75 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days. The Regional Public Transportation Authority (RPTA) board met on February 19, 2009, and recommended project selection criteria. RPTA, MAG, and member agencies are working collaboratively in this analysis.

The RPTA Board met on March 19, 2009, and took action regarding projects and amounts, as noted in the attached letter dated March 19, 2009.

For these projects to be funded with ARRA funds, they will need to be amended or modified in the MAG 2008-2012 Transportation Improvement Program (TIP); this technical process will be heard in agenda item #6D.

PUBLIC INPUT:

At the March 18, 2009, Transportation Policy Committee meeting, a citizen urged that MAG and RPTA consider Dial-a-Ride, which fulfills the transportation needs of those who have no other options, such as the elderly and those with disabilities. The citizen said that there is a great need to get the Dial-a-Ride system moving quicker than it is, especially toward unification of the system.

PROS & CONS:

PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. This information and discussion are timely since 50 percent of the transit portion of the ARRA funds are required to be obligated within 180 days after the Federal Transit Administration releases its official funding tables.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds, including the ARRA funds, need to be shown and programmed in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation. This programming process is discussed through the MAG Committee process.

POLICY: This request is in accord with MAG guidelines. The federal planning requirements for the ARRA funds remain. Federal law requires that the financial plan be developed by the Metropolitan Planning Organization (MPO) in cooperation with the state and transit operators. The state and transit operators must provide the MPO with estimates of available federal and state funds.

ACTION NEEDED:

Information, discussion, and possible action to approve a list of Transit projects for the Transit portion

of the American Recovery and Reinvestment Act funds of 2009, contingent upon the projects receiving the necessary administrative adjustments and amendments to the MAG FY 2008-2012 Transportation Improvement Program and air quality conformity and consultation.

PRIOR COMMITTEE ACTIONS:

This item was on the March 18, 2009, Transportation Policy Committee agenda for information and discussion.

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
- Councilwoman Maria Baier, Phoenix
- + Vice Mayor Gail Barney, Queen Creek
- Stephen Beard, SR Beard & Associates
- * Dave Berry, Swift Transportation
- Jed Billings, FNF Construction
- Mayor James Cavanaugh, Goodyear
- * Mayor Boyd Dunn, Chandler
- * Mayor Hugh Hallman, Tempe
- * Eneas Kane, DMB Associates
- * Mark Killian, The Killian Company/Sunny Mesa, Inc.
- Mayor Jackie Meck, Buckeye
- * David Scholl
- Mayor Elaine Scruggs, Glendale
- Mayor Scott Smith, Mesa
- Mayor Jim Lane, Scottsdale,
- Mayor Lyn Truitt, Surprise
- Supervisor Max W. Wilson, Maricopa Co.
- Felipe Zubia, State Transportation Board
- * Vacant, Citizens Transportation Oversight Committee

* Not present

Participated by telephone conference call

+ Participated by videoconference call

This item was on the March 11, 2009, Management Committee agenda for information and discussion.

MEMBERS ATTENDING

- Rogene Hill for Charlie McClendon, Avondale
- Mark Pentz, Chandler
- # Matt Busby for George Hoffman, Apache Junction
- David Johnson for Jeanine Guy, Buckeye
- Jon Pearson, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Pat Dennis for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- * Rick Davis, Fountain Hills
- * Rick Buss, Gila Bend
- David White, Gila River Indian Community
- George Pettit, Gilbert
- Jessica Blazina for Ed Beasley, Glendale
- 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
- # Michael Celaya for Randy Oliver, Surprise
- Charlie Meyer, Tempe
- Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- Lloyce Robinson, Youngtown
- John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa County
- Mike Taylor for David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.



Regional Public Transportation Authority

302 N. First Avenue, Suite 700, Phoenix, Arizona 85003

602-262-7433, Fax 602-495-0411

March 19, 2009

Mr. Dennis Smith
 Executive Director
 Maricopa Association Governments
 302 N. 1st Avenue, Suite 300
 Phoenix, AZ 85003

Dear Mr. Smith:

The Valley Metro RPTA Board of Directors took action at today's Board meeting regarding the American Recovery and Reinvestment Act.

The Board approved the following projects:

5307 Phoenix-Mesa

Agency	Project Location	Project Description	Recommended Allocation
Mesa	Country Club/US60	Park-and-Ride construction	\$9,400,000
Phoenix	Various projects		\$28,521,217
RPTA	Arizona Avenue/Country Club	Bus Rapid Transit capital	\$15,000,000
Scottsdale	Scottsdale/Loop 101	Park-and-Ride construction	\$5,000,000
Tempe	East Valley Operations and Maintenance Facility	Expansion/Upgrade	\$6,500,000
Project Totals			\$64,421,217

5309 Fixed Guideway Modernization

Agency	Project Location	Project Description	Recommended Allocation
Phoenix	Bell Rd/SR-51	Bus access crossover	\$640,070
Project Totals			\$640,070

5307 Avondale

Agency	Project Location	Project Description	Recommended Allocation
Avondale	Avondale Blvd/I-10	Park and Ride site selection	\$250,000
Goodyear	I-10/Litchfield Rd	Park and Ride construction	\$1,083,602
Project Totals			\$1,333,602

If you have any questions regarding the allocations please contact Paul Hodgins at 602-262-4069.

Sincerely,



David A. Boggs
Executive Director

**MAG Regional Portion of the American Recover and Reinvestment Act - Transit
Action Taken by RPTA Board on March 19, 2009**

5307 Phoenix-Mesa						
PROJ #	Agency	Project Location	Project Description	Fiscal Year	Federal - ARRA	Project Notes
MES10-809T	Mesa	Country Club/US 60	Park-and-Ride construction	2009	\$ 9,400,000	ARRA funding will replace the 5309 and regional funding.
PHX10-818T	Phoenix	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	2009	\$ 5,000,000	Upgrade the transit center including shading techniques, hardscape and landscape improvements, building upgrades, links between all passenger areas and signage are integral to the site. (Complete September 2010)
PHX08-705T	Phoenix	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	2009	\$ 5,500,000	7.7-acre park-and-ride to include the following: Approximately 500 covered parking spaces, landscaping/irrigation, lighting, surveillance cameras, security building, passenger platform, 29 th Avenue Street improvements, and a direct connection for buses to the SB I-17 on-ramp and "transit-only" lane. The project site is located at the SWC of the Happy Valley Road/I-17 interchange in North Phoenix. (Open December 2010)
PHX09-838T	Phoenix	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	2009	\$ 3,000,000	This project will entail the expansion of the overcrowded Pecos/40th Street Park-and-Ride located at the NWC of this intersection. It will include the following design features: Approximately 300 additional covered parking spaces, Street and canopy lighting, Additional CCTV monitoring that should be routed to and monitored from the existing Security Building, Landscaping, sidewalks and irrigation, Expansion should match existing phase 1 as much as possible and take into account any upgrade required to make the two phases function as one. Open July 2010
PHX09-611T	Phoenix	Regionwide	Preventive Maintenance	2009	\$ 5,400,000	This project will entail preventive maintenance for fixed route bus operations. The project will include preventive maintenance beyond that which is currently federally funded.
PHX09-839T	Phoenix	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	2009	\$ 300,000	Acquire a complete software system designed to maintain up-to-date inventories of bus stops and their amenities. Complete December 2009
PHX09-840T	Phoenix	Citywide	Bus Stop Improvements	2009	\$ 4,321,217	Install bus stop amenities at bus stops through-out Phoenix. Complete July 2012
PHX09-841T	Phoenix	Regionwide	LRT Park and Ride Shade Canopies	2009	\$ 5,000,000	Install shade canopies at existing LRT park-and-rides in Phoenix. Complete July 2010

5307 Phoenix-Mesa - Continued

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Federal - ARRA	Requested Change
VMT10-807T	RPTA	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	2010	\$ 2,500,000	In the TIP, the project is currently split into two phases (2010 and 2011). The first project (VMT10-807T) will need to be changed to reflect \$2.5M TOTAL ARRA funds for ROW with service beginning in July 2010. Planned service is 15 one-way miles (30 round trip).
VMT10-807T	RPTA	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	2010	\$ 12,500,000	In the TIP, the project is currently split into two phases (2010 and 2011). The first project (VMT10-807T) will need to be changed to reflect \$2.5M TOTAL ARRA funds for ROW with service beginning in July 2010. Planned service is 15 one-way miles (30 round trip).
SCT09-803T	Scottsdale	Loop 101/Scottsdale Rd	Park-and-Ride construction	2009	\$ 5,000,000	ARRA funding will replace the 5309 and regional funding and not be in addition to it.
TMP09-806T	Tempe	East Valley Operations and Maintenance Facility	Expansion/Updgrade	2009	\$ 6,500,000	The expansion will only use 100% ARRA funding and needs to be listed a new project. construction of additional bus parking; bus shade structures; installation of equipment upgrades to better meet the needs of the new generation of regional buses; complete the expansion of the CNG fueling capacity; construction of bio-diesel fueling station; install additional security cameras; install improvements to meet employee needs; and to construct an additional shaded defueling facility.

5309 Fixed Guideway Modernization

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Federal - ARRA	Requested Change
PHX09-837T	Phoenix	Bell Rd/SR-51	Bus access crossover	2009	\$ 640,070	100% funded with ARRA funds.

5307 Avondale

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Federal - ARRA	Requested Change
AVN09-803T	Avondale	Avondale Blvd/I-10	Park-and-Ride site selection	2009	\$ 250,000	100% funded with ARRA funds.
GDY06-204T	Goodyear	I-10/Litchfield Rd	Construct regional park-and-ride (I-10/Litchfield)	2009	\$ 1,083,602	ARRA funding is added to the project.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

Revised

DATE:

March 24, 2009

SUBJECT:

Project Changes – Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program for Funding from the American Recovery and Reinvestment Act of 2009

SUMMARY:

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA). The components of the bill and policy implications are discussed in a separate agenda item: American Recovery and Reinvestment Act . In response to the expedited time frames for transportation projects in the Act, administratively modifying the 2008-2012 Transportation Improvement Program (TIP) and, as appropriate, the Regional Transportation Plan (RTP) 2007 Update, is necessary to move projects forward.

The FY 2008-2012 TIP and RTP 2007 Update were originally approved by the MAG Regional Council on July 25, 2007. On February 25, 2009, the MAG Regional Council voted to approve a cooperatively developed list of MAG Region Highway - ADOT/State projects in priority order for the ADOT portion of the ARRA funds of 2009 and that the projects be forwarded to the ADOT contingent upon projects finally selected receiving the necessary administrative adjustments and amendments to the MAG Transportation Improvement Program and air quality conformity and consultation. The Arizona State Transportation Board met on Tuesday, March 3, 2009, and agreed to fund the projects on the attached table with ARRA funds from the state. These five projects need to be administratively modified in the TIP to annotate the new funding source of American Recovery and Reinvestment Funds (ARRA); these are in Table A.

The RPTA Board met on March 19, 2009, for further consideration of funding scenarios for the MAG Region Transit Portion of the ARRA. The MAG Regional Council will be briefed on this discussion in a separate agenda item, #6C. Table B explains the project details for the necessary TIP amendment and administrative modifications for funding from the American Recovery and Reinvestment Act of 2009. Transit projects listed in Table B were not heard at the MAG Management Committee nor the Transportation Policy Committee meetings.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this Administrative Modification to the TIP 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 Administrative Modification request is in accord with MAG guidelines.

ACTION NEEDED:

Approval of administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, for funding from the American Recovery and Reinvestment Act of 2009 as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

On March 18, 2009, the Transportation Policy Committee recommended approval of administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, for funding from the American Recovery and Reinvestment Act of 2009

MEMBERS ATTENDING

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

* Not present

Participated by telephone conference call

+ Participated by videoconference call

Management Committee: On March 11, 2009, the Management Committee recommended approval of administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, for funding from the American Recovery and Reinvestment Act of 2009 as shown in the attached table.

MEMBERS ATTENDING

- | | |
|--|---|
| Rogene Hill for Charlie McClendon, Avondale | Wayne Anderson for Usama Abujbarah, Cave Creek |
| Mark Pentz, Chandler | Pat Dennis for B.J. Cornwall, El Mirage |
| # Matt Busby for George Hoffman, Apache Junction | Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation |
| David Johnson for Jeanine Guy, Buckeye | * Rick Davis, Fountain Hills |
| Jon Pearson, Carefree | * Rick Buss, Gila Bend |

David White, Gila River Indian
Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
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
Michael Celaya for Randy Oliver,
Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa
County
Mike Taylor for David Boggs,
Valley Metro/RPTA

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

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

**Request for Project Change
Administrative Modifications to the FY08-12 TIP
Regional Council - March 2009**

TABLE A Highway Projects - TIP FY2008-2012 Administrative Modifications										
TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	Federal Cost	Total Cost	Requested Change
DOT09-815	ADOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	2009	1	ARRA		\$43,200,000	\$ 43,200,000	Admin Mod: Change funding type from State (STAN funding not available) to American Recovery and Reinvestment Act (ARRA) funds.
DOT09-818	ADOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	2009	5	ARRA		\$20,868,488	\$ 20,868,488	Admin Mod: Change funding type from State (STAN funding not available) to American Recovery and Reinvestment Act (ARRA) funds. Budget has decreased from \$30.5 million to \$20.9 million.
DOT09-6C00R	ADOT	US 60: SR 303L - 99th Ave	10 Miles Widening	2009	10	ARRA		\$45,000,000	\$ 45,000,000	Admin Mod: Change funding type from NHS funds to American Recovery and Reinvestment Act (ARRA) funds.
DOT07-332	ADOT	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	1.7	ARRA		\$11,200,000	\$ 11,200,000	Admin Mod: Change funding type from NHS funds to American Recovery and Reinvestment Act (ARRA) funds.
DOT12-840	ADOT	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	2009	0.2	ARRA	\$18,250,000	\$9,250,000	\$ 27,500,000	Admin Mod: Change funding type from State funds to American Recovery and Reinvestment Act (ARRA) funds.

**Request for Project Change
Administrative Modification & Amendment to the FY08-12 TIP
Regional Council - March 2009**

TABLE B											
Transit Projects - TIP FY2008-2012 Amendment & Administrative Modification											
PROJ #	Agency	FTA ALI #	Project Location	Project Description	Fiscal Year	Local Cost	STP-Flex	5307	Federal - ARRA	Total Cost	Requested Change
AVN09-803T	Avondale	11.31.04	Avondale Blvd/I-10	Park-and-Ride site selection	2009	NA	NA		\$ 250,000	\$ 250,000	Amend - New Project - 100% funded with ARRA funds.
GDY06-204T	Goodyear	11.33.04	I-10/Litchfield Rd	Construct regional park-and-ride (I-10/Litchfield)	2009	\$ 508,666	\$ 2,034,665		\$ 1,083,602	\$ 3,626,933	Admin Mod: ARRA funding is added to the project.
MES10-809T	Mesa	11.33.04	Country Club/US 60	Park-and-Ride construction	2009	NA	NA		\$ 9,400,000	\$ 9,400,000	Admin Mod: ARRA funding will replace the 5309 and regional funding.
PHX09-837T	Phoenix	11.23.01	Bell Rd/SR-51	Bus access crossover	2009	NA	NA		\$ 640,070	\$ 640,070	Amend - New Project - 100% funded with ARRA funds.
PHX10-818T	Phoenix	11.34.01	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	2009	NA	NA		\$ 5,000,000	\$ 5,000,000	Upgrade the transit center including shading techniques, hardscape and landscape improvements, building upgrades, links between all passenger areas and signage are integral to the site. (Complete September 2010)
PHX08-705T	Phoenix	11.33.04	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	2009	NA	NA		\$ 5,500,000	\$ 5,500,000	7.7-acre park-and-ride to include the following: Approximately 500 covered parking spaces, landscaping/irrigation, lighting, surveillance cameras, security building, passenger platform, 29 th Avenue Street improvements, and a direct connection for buses to the SB I-17 on-ramp and "transit-only" lane. The project site is located at the SWC of the Happy Valley Road/I-17 interchange in North Phoenix. (Open December 2010)
PHX09-838T	Phoenix	11.34.04	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	2009	NA	NA	NA	\$ 3,000,000	\$ 3,000,000	This project will entail the expansion of the overcrowded Pecos/40th Street Park-and-Ride located at the NWC of this intersection. It will include the following design features: Approximately 300 additional covered parking spaces, Street and canopy lighting, Additional CCTV monitoring that should be routed to and monitored from the existing Security Building, Landscaping, sidewalks and irrigation, Expansion should match existing phase 1 as much as possible and take into account any upgrade required to make the two phases function as one. Open July 2010
PHX09-611T	Phoenix	11.7A.00	Regionwide	Preventive Maintenance	2009	\$ 1,312,799	NA	\$ 5,251,196	\$ 5,400,000	\$ 11,963,995	This project will entail preventive maintenance for fixed route bus operations. The project will include preventive maintenance beyond that which is currently federally funded.
PHX09-839T	Phoenix	11.42.08	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	2009	NA	NA	NA	\$ 300,000	\$ 300,000	Acquire a complete software system designed to maintain up-to-date inventories of bus stops and their amenities. Complete December 2009
PHX09-840T	Phoenix	11.32.10	Citywide	Bus Stop Improvements	2009	NA	NA	NA	\$ 4,321,217	\$ 4,321,217	Install bus stop amenities at bus stops through-out Phoenix. Complete July 2012

PROJ #	Agency	FTA ALI #	Project Location	Project Description	Fiscal Year	Local Cost	STP-Flex	5307	Federal - ARRA	Total Cost	Requested Change
PHX09-841T	Phoenix	11.34.04	Regionwide	LRT Park and Ride Shade Canopies	2009	NA	NA	NA	\$ 5,000,000	\$ 5,000,000	Install shade canopies at existing LRT park-and-rides in Phoenix. Complete July 2010
VMT10-807T	RPTA	11.22.01	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	2010	NA	NA		\$ 2,500,000	\$ 2,500,000	Admin Mod: In the TIP, the project is currently split into two phases (2010 and 2011). The first project (VMT10-807T) will need to be changed to reflect \$2.5M TOTAL ARRA funds for ROW with service beginning in July 2010. Planned service is 15 one-way miles (30 round trip).
VMT10-807T	RPTA	11.23.01	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	2010	NA	NA		\$ 12,500,000	\$ 12,500,000	Admin Mod: In the TIP, the project is currently split into two phases (2010 and 2011). The first project (VMT10-807T) will need to be changed to reflect \$2.5M TOTAL ARRA funds for ROW with service beginning in July 2010. Planned service is 15 one-way miles (30 round trip).
SCT09-803T	Scottsdale	11.33.04	Loop 101/Scottsdale Rd	Park-and-Ride construction	2009	NA	NA		\$ 5,000,000	\$ 5,000,000	Admin Mod: ARRA funding will replace the 5309 and regional funding and not be in addition to it.
TMP09-806T	Tempe	11.41.03	East Valley Operations and Maintenance Facility	Expansion/Updgrade	2009	NA	NA		\$ 6,500,000	\$ 6,500,000	Amend - NEW Project: The expansion will only use 100% ARRA funding and needs to be listed a new project. construction of additional bus parking; bus shade structures; installation of equipment upgrades to better meet the needs of the new generation of regional buses; complete the expansion of the CNG fueling capacity; construction of bio-diesel fueling station; install additional security cameras; install improvements to meet employee needs; and to construct an additional shaded defueling facility.



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490

March 17, 2009

TO: Members of the MAG Regional Council

FROM: Kelly Taft, Communications Manager

SUBJECT: CENSUS 2010 OUTREACH EFFORTS

To assist jurisdictions in communicating the importance of filling out the Census 2010 questionnaire, MAG has implemented the "Count to '10" Census Outreach Group. The group has been working with the City of Phoenix Complete Count Committee Media Subcommittee on developing outreach strategies, including paid advertising. The groups have recommended two potential paid advertising approaches that include a mix of cable and network television buys, radio buys, print advertising, and minority media advertising. In a draft proposal submitted by the City of Phoenix, the media effort has been estimated to range from \$327,495 to \$426,815, with the primary difference being whether network television advertising is used (cable advertising is considered under both recommended approaches), as well as additional print buys in the community sections of local newspapers. The draft media buys are in addition to the US Census Bureau advertising campaign and any local jurisdiction outreach costs. Under the draft proposal, which is attached, the breakdowns would be as follows:

Idea One

\$176,425 on general media.
\$121,250 on Spanish media.
\$29,820 on other minority media.
Total: \$327,495

Idea Two

\$275,745 on general media.
\$121,250 on Spanish media.
\$29,820 on other minority media.
Total: \$426,815

With Maricopa County being one of the fastest-growing regions in the country, accurate population counts are critical to our transportation modeling efforts and for conducting effective planning. For the decennial census, local governments have traditionally pooled their funding resources. This year, due to the extraordinary fiscal challenges facing local governments, we have communicated with the Federal Highway Administration (FHWA) requesting using a portion of the MAG federal Surface Transportation Program (STP) funds to pay for 50 percent of the costs for these outreach-related expenses. The FHWA has responded that it will allow MAG to use its federal STP planning funds for half of the census advertising costs, with an understanding that the MAG federal funds portion would not exceed half of the cost of the higher scenario.

In order for MAG to use its federal planning funds for this purpose, an amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget is necessary. In addition, in order for local governments to develop their 2010 budgets, MAG staff requests direction from the Regional Council on a preferred media

commitment scenario. Attached is a spreadsheet that shows a breakdown of costs by jurisdiction under the two commitment scenarios above, including columns demonstrating the costs if MAG federal funds are used.

Members of the MAG Count to '10 Census Outreach Group, which include public information officers and communication representatives from MAG member agencies, have voiced a unanimous preference for Idea Two. At the March 11, 2009, MAG Management Committee meeting, members asked whether the group could additionally explore ways of utilizing social media to help disseminate key messages. The representative from the City of Phoenix noted that the city is developing a social media policy and that the Media Subcommittee as well as the MAG Census Outreach Group had discussed the importance of social media in providing outreach. He stated that both groups had indicated such efforts would be part of the overall marketing strategy.

The Management Committee recommended approval of Idea Two for the 2010 Census advertising costs. The recommendation included amending the FY 2009 MAG Unified Planning Work Program and Annual Budget to use MAG Federal Highway Administration STP funds not to exceed \$213,408 (revised from \$234,500, which was based on an earlier estimate) to pay for half of the 2010 Census advertising costs, with the understanding that if federal stimulus funds are received for this purpose, a commensurate reduction would be made to the request for funding. Please contact me at the MAG office if you have any questions or concerns.

2010 Count to 10 Census Media Buy Campaign Revised 3/05/09

Idea One

\$176,425 on General Media
\$121,250 on Spanish-language Media
\$29,820 on Minority Media
\$327,495 Total

Idea Two

\$275,745 on General Media
\$121,250 on Spanish-language Media
\$29,820 on Minority Media
\$426,815 Total

- These ideas call for mainstay presence on radio for five weeks.
- Every radio station participating will feature Census on their Web site at no cost.
- The largest size of the budget covers the entire Valley with different programming – using literally every station. For efficiency, the spots are :30 second announcements.
- The next biggest component is Cable television. Sixty-five percent of the Valley is cabled and we cover:
 - *West Valley:* Glendale, Litchfield Park, El Mirage, Youngtown, Peoria, Sun City and Surprise
 - *East Valley:* Apache Junction, Gilbert, Mesa, Queen Creek and Carefree
 - *Phoenix*
 - *Southwest Valley:* Buckeye, Avondale, Cashion, Goodyear, Laveen and Tolleson
 - *Southeast Valley:* Chandler and Tempe
 - *Scottsdale:* Scottsdale, Fountain Hills and Paradise Valley
 - All told, the campaign covers the market with about 2,000 spots.

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea One
\$327,495: Budget Recap

Weeks: March 8, 15, 22, 29 and April 5, 2010

<u>Medium</u>	<u>#Spots</u>	<u>One Week Total</u>
Radio (Including Spanish stations)	335	\$35,900
Cable (Including Spanish stations)	54	\$14,335
Print (Spanish and Minority media)	40	\$15,264
All Mediums		
One Week Total	949	\$65,499
Five Week Total	4,745	\$327,495

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea One Radio Buys Valleywide

General Media stations

:30 second announcements – Weeks March 8, 15, 22, 29 and April 5

		Weekly Spots	One-Week Total
KEZ-FM	Adult Contemporary	15	\$2,100
KFYI-AM	News/Talk	20	\$2,800
KGME-AM	Sports	10	\$1,400
KMXP-FM	Adult Contemporary	15	\$2,100
KNIX-FM	Country	15	\$2,100
KOY-AM	Adult Standards	10	\$1,400
KYOT-FM	Jazz	15	\$2,100
KISS-FM	Contemporary	15	\$2,100
KTAR-FM	News/Talk	20	\$4,000
KOOL-FM	Oldies	20	\$2,000
KPKX-FM	Variety Hits	10	\$2,000
KDKB-FM	Album Rock	15	\$1,500
KMLE-FM	Country	15	\$1,500
KSLX-FM	Classic Rock	20	\$1,500
KAZG-AM	Oldies	20	N/C
One Week Total		235	\$28,600

Spanish-language stations

:30 second announcements – Weeks March 8, 15, 22, 29 and April 5

		Weekly Spots	Total
KQMR/KOMR FM	Adult EZ Listening	20	\$2,000
KLNZ FM	Regional	20	\$2,000
KNAI FM	Regional	20	\$1,800
KVVA FM (Jose)	Adult Contemporary	20	\$1,000
KIDR AM	News/Talk	20	\$500
One Week Total		100	\$7,300

ALL RADIO BUYS

One-week total	335	\$35,900
Five-week total	1,675	\$179,500

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea One Television Buys Valleywide

General Media stations

:30 second announcements – Weeks March 8, 15, 22, 29 and April 5

Cable	Weekly Spots	Weekly Total
Discovery	3	\$585
ABC Family	4	\$540
CMT	10	\$450
TBS	4	\$780
Lifetime	6	\$1,260
Fox News	3	\$900
FX	7	\$990
MTV	6	\$900
Food Network	4	\$280
One Week Total	47	\$6,685

Spanish-language stations

:30 second announcements – Weeks March 8, 15 22, 29 and April 5

	Weekly Spots	Weekly Total
Univision Channel 33		
6-9 AM – Despierta	1	\$675
10-11 AM – Familia	1	\$675
10-10:30 PM – News	1	\$3,000
One Week Total	3	\$4,350
Telemundo Channel 39		
7-10 AM – Arizona Al Dia	2	\$800
5-6 PM – News	2	\$2,500
One Week Total	4	\$3,300

ALL TELEVISION BUYS

One-week total	54	\$14,335
Five-week total	270	\$71,675

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea One Print Buys Valleywide

Spanish-language publications – Valleywide
¼ page ads – Weeks March 8, 15, 22, 29 and April 5

	Placements	Total
Prensa Hispana	3	\$3,000
	2	N/C
La Voz	3	\$3,000
	2	N/C
TV y Mas	3	\$1,200
	2	N/C
Teleguia	3	\$1,200
	2	N/C
Teleritmo	3	\$900
	2	N/C
One Week Total	5	\$9,300

Minority Publications – Valleywide

Arizona Informant	3	\$2,664
	2	N/C
Asian American Times	3 (half page)	\$1,500
	2	N/C
Arizona Native Scene	3 (half page)	1,800
	2	N/C
One Week Total	3	\$5,964

ALL PRINT BUYS

One Week Total	\$15,264
Five Week Total	\$76,320

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea Two

\$440,815: Budget Recap

<u>Medium</u>	<u>#Spots</u>	<u>One Week Total</u>
Radio (Including Spanish stations)	335	\$35,900
Cable	47	\$6,685
Univision/Telemundo	7	\$7,650
All local networks	128	Varies
KSAZ TV Fox 10	15	\$5,600
KTVK TV Channel 3	33	\$4,350
KPHO TV Channel 5	16	\$4,915
KNXV TV Channel 15	24	\$3,820
KPNX TV Channel 12	40	\$6,200
FIVE WEEK LOCAL NETWORK TOTAL		\$78,320
Print (Including Spanish, Minority publications)	83	\$22,264
ALL MEDIA BUYS		
Five Week Total	2,488	\$440,815

*The weekly total varies for Local Networks because not all stations will run ads each week.

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea Two

Details: Five-week by Medium

Week of March 8

Medium	#Spots/Insertions	Weekly Cost
Radio (Including Spanish stations)	335	-\$35,900
Cable (Including Spanish TV stations)	54	-\$14,335
KPNX TV	8	\$6,200
KSAZ TV	5	\$5,600
KTVK TV	11	\$4,350

Week of March 15

Medium	#Spots/Insertions	Weekly Cost
Radio (Including Spanish stations)	335	\$35,900
Cable (Including Spanish stations)	54	\$14,335
KPNX TV	8	\$6,200
KPHO TV	8	\$4,915
KNXV TV	12	\$3,820

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea Two
Details by Medium/Week (continued)

Week of March 22 and 29

<u>Medium</u>	<u>#Spots/Insertions</u>	<u>Weekly Cost</u>
Radio (Including Spanish stations)	335	\$35,900
Cable (Including Spanish stations)	54	\$14,335
Newspaper (Including Spanish and Minority media)	46	\$22,264
KPNX TV	8	\$6,200
KSAZ TV	5	\$5,600
KTVK TV	11	\$4,350

Week of April 5

<u>Medium</u>	<u>#Spots/Insertions</u>	<u>Weekly Cost</u>
Radio (Including Spanish stations)	335	\$35,900
Cable (Including Spanish stations)	54	\$14,335
Newspaper (Including Spanish and Minority media)	46	\$22,264
KPNX TV	8	\$6,200
KPHO TV	8	\$4,915
KNXV TV	12	\$3,820

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea Two Radio Buys Valleywide

General Media Radio - Valleywide

:30 second announcements – Weeks March 8, 15, 22, 29 and April 5

		Weekly Spots	One-Week Total
KEZ-FM	Adult Contemporary	15	\$2,100
KFYI-AM	News/Talk	20	\$2,800
KGME-AM	Sports	10	\$1,400
KMXP-FM	Adult Contemporary	15	\$2,100
KNIX-FM	Country	15	\$2,100
KOY-AM	Adult Standards	10	\$1,400
KYOT-FM	Jazz	15	\$2,100
KISS-FM	Contemporary	15	\$2,100
KTAR-FM	News/Talk	20	\$4,000
KOOL-FM	Oldies	20	\$2,000
KPKX-FM	Variety Hits	10	\$2,000
KDKB-FM	Album Rock	15	\$1,500
KMLE-FM	Country	15	\$1,500
KSLX-FM	Classic Rock	20	\$1,500
KAZG-AM	Oldies	20	N/C
One Week Total		235 spots	\$28,600

Spanish Radio – Valleywide

:30 second announcements – Weeks March 8, 15, 22, 29 and April 5

		Weekly Spots	Total
KQMR/KOMR FM	Adult EZ Listening	20	\$2,000
KLNZ FM	Regional	20	\$2,000
KNAI FM	Regional	20	\$1,800
KVVA FM (Jose)	Adult Contemporary	20	\$1,000
KIDR AM	News/Talk	20	\$500
One Week Total		100	\$7,300

ALL RADIO BUYS

One Week Total	335	\$35,900
Five Week Total	1,675	\$179,500

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea Two Television Buys Valleywide

General Media Television :30 second announcements

Cable	Weekly Spots	Weekly Total
Discovery	3	\$585
ABC Family	4	\$540
CMT	10	\$450
TBS	4	\$780
Lifetime	6	\$1,260
Fox News	3	\$900
FX	7	\$990
MTV	6	\$900
Food Network	4	\$280
One Week Total	47	\$6,685
KSAZ TV Fox 10		
6-7 AM – AZ Morning	2	\$1,000
7-9 PM – Primetime	1	\$2,000
9-10 PM – News	2	\$2,600
One Week Total	5	\$5,600
KTVK TV Channel 3		
6-7 AM – Good Morning AZ	1	\$1,000
9 AM – 2 PM – Daytime	2	\$300
5-5:30 PM – News	1	\$1,200
7-10 PM – Primetime	1	\$800
10 AM – 5 PM – Rotation	5	\$750
10-11 PM – Two and ½ Men	1	\$300
One Week Total	11 spots	\$4,350
KPHO TV Channel 5		
7-8 AM – CBS Early Show	1	\$175
9 AM – Noon – Soaps/Games	2	\$800
7-10 PM – Primetime	1	\$1,800
10-10:30 PM – News	2	\$2,000
12 Midnight-1:10 AM – Movie	2	\$140
One Week Total	8 spots	\$4,915

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea Two
Television Buys Valleywide (continued)

KNXV TV Channel 15

6-7 AM – News	2	\$420
7 AM – 4 PM – Daytime	2	\$400
5-5:30 AM – News	1	\$575
6-6:30 PM – News	1	\$675
10-10:30 PM – News	1	\$875
10:30 PM-Midnight – Kimmel	3	\$300
10-10:30 PM – Saturday News	1	\$500
10:35-11:35 PM – Lost (Sat.)	1	\$75

One Week Total 12 spots \$3,820

KPNX TV Channel 12

7-9 AM – Today Show	2	\$1,000
9 AM – 4 PM – Daytime	2	\$500
6-6:30 PM – News	1	\$900
7-10 PM – Primetime	1	\$1,500
10-10:30 PM – News	1	\$1,500
10:30 PM – Midnight – Tonight Show	1	\$800

One Week Total 8 spots \$6,200

Spanish-language Television

:30 second announcements – Weeks March 8, 15 22, 29 and April 5

	Weekly Spots	Weekly Total
Univision Channel 33		
6-9 AM – Despierta	1	\$675
10-11 AM – Familia	1	\$675
10-10:30 PM – News	1	\$3,000

One Week Total 3 \$4,350
Five Week Total 15 \$21,750

Telemundo Channel 39

7-10 AM – Arizona Al Dia	2	\$800
5-6 PM – News	2	\$2,500

One Week Total 4 \$3,300
Five Week Total 20 \$16,500

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Idea Two Print Buys Valleywide

Arizona Republic Community Newspaper

3 times per week in each zone – ¼ page ("4.938 x "4.954)

Phoenix	12 (4 zones)	\$1,700
Scottsdale	6 (2 zones)	\$1,300
Chandler	1	\$400
Tempe	1	\$400
Mesa	6 (2 zones)	\$800
Peoria	1	\$400
Glendale	6 (2 zones)	\$800
Gilbert	1	\$400
Avondale	1	\$400
Ahwatukee	1	\$400
One Week Total:	36 ads	\$7,000

Spanish-language publications – Valleywide

¼ page ads – Weeks March 8, 15, 22, 29 and April 5

	Placements	Total
Prensa Hispana	3	\$3,000
	3	N/C
La Voz	3	\$3,000
	3	N/C
TV y Mas	3	\$1,200
	2	N/C
Teleguia	3	\$1,200
	3	N/C
Teleritmo	3	\$900
	3	N/C
One Week Total	29	\$9,300

Minority publications

Arizona Informant	3	\$2,664
	3	N/C
Asian American Times	3 (half page)	\$1,500
	3	N/C
Arizona Native Scene	3 (half page)	1,800
	3	N/C
One Week Total	18	\$5,964

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Spanish Language Media Buys

Television – Valleywide

:30 second announcements – Weeks March 8, 15, 22, 29 and April 5

Univision Channel 33	Weekly Spots	Weekly Total
6-9 AM – Despierta	1	\$675
10-11 AM – Familia	1	\$675
10-10:30 PM – News	1	\$3,000
One Week Total	3	\$4,350
Five Week Total	15	\$21,750

Telemundo Channel 39

7-10 AM – Arizona Al Dia

5-6 PM – News

One Week Total	4	\$3,300
Five Week Total	20	\$16,500

Radio – Valleywide

:30 second announcements – Weeks March 8, 15, 22, 29 and April 5

		Weekly Spots	Total
KQMR/KOMR FM	Adult EZ Listening	20	\$2,000
KLNZ FM	Regional	20	\$2,000
KNAI FM	Regional	20	\$1,800
KVVA FM (Jose)	Adult Contemporary	20	\$1,000
KIDR AM	News/Talk	20	\$500
One Week Total		100	\$7,300
Five Week Total		500	\$36,500

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

Spanish Language Media Buys (continued)

Publications – Valleywide

¼ page ads – Weeks March 8, 15, 22, 29 and April 5

	Placements	Total
Prensa Hispana	3	\$3,000
	4	N/C
La Voz	3	\$3,000
	4	N/C
TV y Mas	3	\$1,200
	2	N/C
Teleguia	3	\$1,200
	4	N/C
Teleritmo	3	\$900
	4	N/C
One Week Total	5	\$9,300
Five Week Total	25	\$46,500

Minority Media Buys

Publications – Valleywide

Arizona Informant	3	\$2,664
	4	N/C
Asian American Times	3 (half page)	\$1,500
	4	N/C
Arizona Native Scene	3 (half page)	1,800
	4	N/C
One Week Total	3	\$5,964
Five Week Total	15	\$29,820

NOT OFFICIAL – FOR DISCUSSION PURPOSES ONLY

SHARE OF CENSUS 2010 MEDIA COMMITMENT SCENARIOS
BASED ON JULY 1, 2008 POPULATION
DRAFT 3/05/2009

Jurisdiction	Total Population July 1, 2008	Share of Total	Idea One Scenario	Half of Idea One Scenario	Idea Two Scenario	Half of Idea Two Scenario
			\$327,495.00	\$163,747.50	\$426,815.00	\$213,407.50
Apache Junction *2	37,917	0.9%	\$3,084.30	\$1,542.15	\$4,019.68	\$2,009.84
Avondale	76,648	1.9%	\$6,234.81	\$3,117.40	\$8,125.65	\$4,062.82
Buckeye	50,143	1.2%	\$4,078.80	\$2,039.40	\$5,315.78	\$2,657.89
Carefree	3,948	0.1%	\$321.14	\$160.57	\$418.54	\$209.27
Cave Creek	5,132	0.1%	\$417.45	\$208.73	\$544.06	\$272.03
Chandler	244,376	6.1%	\$19,878.36	\$9,939.18	\$25,906.91	\$12,953.45
El Mirage	33,647	0.8%	\$2,736.96	\$1,368.48	\$3,567.00	\$1,783.50
Fort McDowell	824	0.0%	\$67.03	\$33.51	\$87.35	\$43.68
Fountain Hills	25,995	0.6%	\$2,114.52	\$1,057.26	\$2,755.79	\$1,377.90
Gila Bend	1,899	0.0%	\$154.47	\$77.24	\$201.32	\$100.66
Gila River *1	2,742	0.1%	\$223.04	\$111.52	\$290.69	\$145.34
Gilbert	214,820	5.3%	\$17,474.18	\$8,737.09	\$22,773.60	\$11,386.80
Glendale	248,435	6.2%	\$20,208.54	\$10,104.27	\$26,337.21	\$13,168.61
Goodyear	59,436	1.5%	\$4,834.72	\$2,417.36	\$6,300.96	\$3,150.48
Guadalupe	5,990	0.1%	\$487.25	\$243.62	\$635.01	\$317.51
Litchfield Park	5,093	0.1%	\$414.28	\$207.14	\$539.92	\$269.96
Mesa	459,682	11.4%	\$37,392.07	\$18,696.04	\$48,732.04	\$24,366.02
Paradise Valley	14,444	0.4%	\$1,174.92	\$587.46	\$1,531.24	\$765.62
Peoria *3	155,560	3.9%	\$12,653.77	\$6,326.89	\$16,491.30	\$8,245.65
Phoenix	1,561,485	38.8%	\$127,016.44	\$63,508.21	\$165,536.94	\$82,768.46
Queen Creek *2	23,827	0.6%	\$1,938.17	\$969.08	\$2,525.96	\$1,262.98
Salt River	6,879	0.2%	\$559.56	\$279.78	\$729.26	\$364.63
Scottsdale	242,337	6.0%	\$19,712.50	\$9,856.25	\$25,690.75	\$12,845.38
Surprise	108,761	2.7%	\$8,846.98	\$4,423.49	\$11,530.03	\$5,765.01
Tempe	172,641	4.3%	\$14,043.20	\$7,021.60	\$18,302.10	\$9,151.05
Tolleson	6,833	0.2%	\$555.82	\$277.91	\$724.38	\$362.19
Wickenburg	6,442	0.2%	\$524.01	\$262.01	\$682.93	\$341.47
Youngtown	6,522	0.2%	\$530.52	\$265.26	\$691.41	\$345.71
Balance of County	243,624	6.1%	\$19,817.19	\$9,908.60	\$25,827.19	\$12,913.59
Total	4,026,082	100.0%	\$327,495.00	\$163,747.50	\$426,815.00	\$213,407.50

Note: Totals may not add due to rounding.

*1 Maricopa County portion only.

*2 Maricopa County and Pinal County portions

*3 Maricopa County and Yavapai County portions

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

Maricopa County portions of July 1, 2008 population approved by the Maricopa Association of Governments Regional Council, December 3, 2008.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 17, 2009

SUBJECT:

Development of the FY 2010 MAG Unified Planning Work Program and Annual Budget

SUMMARY:

Each year staff develops the MAG Unified Planning Work Program and Annual Budget. The Work Program is reviewed in April by the federal agencies and approved by the Regional Council in May. The proposed budget information is being presented incrementally in parallel with the development of the budget information (see Prior Committee Actions below for the presentation timeline of the budget). This presentation and review of the FY 2010 MAG Unified Planning Work Program and Annual Budget represent the budget document development to-date.

Because of the uncertainty of economic conditions, beginning with the FY 2009 Work Program, Dues and Assessments were not increased between FY 2008 and 2009. With the continuing uncertainty of economic conditions, MAG staff is proposing an overall reduction in the FY 2010 draft Dues and Assessments of fifty percent with changes for individual members because of population shifts.

Each year new projects are proposed for inclusion in the MAG planning efforts. These new project proposals come from the various MAG technical committees and policy committees and through discussions with members and stakeholders regarding joint efforts within the region. These projects are subject to review and input by the committees as they go through the budget process. The proposed new projects for FY 2010 were presented at the February 11, 2009, Management Committee meeting and the February 25, 2009, Regional Council meeting. An amendment to the FY 2009 MAG Unified Planning Work Program and Annual Budget is in process to use MAG Federal Highway Administration STP funds not to exceed \$234,500 to pay for half of the 2010 Census advertising costs. This is being considered under a separate agenda item. The funding for this project is currently included in the FY 2010 carryforward projects and, if necessary, an adjustment will be made in April. Proposed new consultant projects for FY 2010 are about three per cent less from consultant project totals in FY 2009.

The FY 2010 budgeted capital for MAG shows an overall decrease of 30 percent from last year. This decrease in capital requests is due to the majority of capital being on a cyclical replacement schedule which is set up to rotate approximately every three years.

In addition to the detailed MAG Unified Planning Work Program and Annual Budget, a summary budget document, "MAG Programs in Brief," is being produced that will allow our members to quickly decipher the financial implications of the MAG budget. The summary budget highlights the changes from the prior year budget in a summarized form. The summary document also includes the list of new projects with summary narrative, any changes to staff positions if necessary, and the budgeted resources needed to implement these items.

Information for this presentation of the draft budget documents is included for your early review and input. Enclosed for your information are the following documents:

- Draft of the FY 2010 "MAG Programs in Brief." The projects and the associated budget estimates represent draft budgeted amounts.

- Draft FY 2010 MAG Unified Planning Work Program and Annual Budget. The program budget estimates are draft presentations.

The information is considered draft and is subject to change as the budget continues through the review process.

The draft of the FY 2010 MAG Unified Planning Work Program and Annual Budget has portions of the financial summary pages, narrative by division and associated program costs, and draft schedules in the budget appendix, including overall program allocations, funding by specific funding source, summary of budgeted positions, time estimates by position and program, dues and assessments, and consultant pages for new and carryforward consultants.

The draft budget also has information on the MAG region as a Transportation Management Area and as a Metropolitan Planning Organization. MAG is required (by Federal regulations 23 CFR 450.314) to describe all of the regional transportation-related activities within the planning area, regardless of funding sources or agencies conducting activities.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: In January and February proposed new projects and dues and assessments were reviewed. MAG is presenting a draft summary for the FY 2010 budget document, "MAG Programs in Brief." The format for this document is included for continuous review. The budget summary will allow our members to quickly decipher the financial implications of the MAG budget.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Federal Intermodal Surface Transportation Efficiency Act of 1991 requires a metropolitan planning organization to develop a unified planning work program that meets the requirements of federal law. Additionally, the MAG By-Laws require approval and adoption of a budget for each fiscal year and a service charge schedule.

POLICY: As requested by the MAG Executive Committee and subsequently approved by the Regional Council in May 2002, the MAG Work Program and Annual Budget detail is being presented earlier to the Management Committee and there is increased notice to members on the budget. MAG is providing a budget summary that outlines new programs and presents the necessary resources to implement these programs. This summary allows member agencies to quickly decipher the financial implications of such programs prior to their approval for implementation.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was presented to the Management Committee on March 11, 2009.

MEMBERS ATTENDING

Rogene Hill for Charlie McClendon, Avondale	Wayne Anderson for Usama Abujbarah, Cave Creek
Mark Pentz, Chandler	Pat Dennis for B.J. Cornwall, El Mirage
# Matt Busby for George Hoffman, Apache Junction	Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
David Johnson for Jeanine Guy, Buckeye	* Rick Davis, Fountain Hills
Jon Pearson, Carefree	* Rick Buss, Gila Bend

David White, Gila River Indian Community
George Pettit, Gilbert
Jessica Blazina for Ed Beasley, Glendale
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
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
Mike Taylor for David Boggs,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

This item was on the February 25, 2009, MAG Regional Council meeting agenda.

MEMBERS ATTENDING

Councilmember Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park,
Vice Chair

Councilmember Robin Barker, Apache Junction

Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye

* Mayor Wayne Fulcher, Carefree

* Councilmember Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler

Mayor Fred Waterman, El Mirage

Treasurer Pamela Mott for President Clinton
Pattea, Fort McDowell Yavapai Nation

Mayor Jay Schlum, Fountain Hills

Mayor Fred Hull, Gila Bend

Lt. Governor Joseph Manuel for Governor
William Rhodes, Gila River Indian
Community

Mayor Steven Berman, Gilbert

Mayor Elaine Scruggs, Glendale

Mayor James M. Cavanaugh, Goodyear

* Mayor Frank Montiel, Guadalupe
Supervisor Max W. Wilson, Maricopa Co.
Vice Mayor Kyle Jones for Mayor Scott
Smith, Mesa

* Mayor Vernon Parker, Paradise Valley
Councilmember Ron Aames for Mayor Bob
Barrett, Peoria

Mayor Arthur Sanders, Queen Creek

* President Diane Enos, Salt River
Pima-Maricopa Indian Community

Mayor Jim Lane, Scottsdale

Mayor Lyn Truitt, Surprise

Mayor Hugh Hallman, Tempe

* Mayor Adolfo Gamez, Tolleson

Mayor Kelly Blunt, Wickenburg

Mayor Michael LeVault, Youngtown

Felipe Zubia, State Transportation Board

Victor Flores, State Transportation Board

Vacant, Citizens Transportation Oversight
Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

This item was on the February 18, 2009, Executive Committee agenda.

MEMBERS ATTENDING

Vice Mayor Peggy Neely, Phoenix, Chair

Mayor Thomas L. Schoaf, Litchfield Park,
Vice Chair

Mayor Marie Lopez Rogers, Avondale

Mayor Steven M. Berman, Gilbert

Mayor James M. Cavanaugh, Goodyear

Mayor Scott Smith, Mesa

Mayor Hugh Hallman, Tempe

* Not present

Participated by video or telephone conference call

This item was on the February 11, 2009, MAG Management Committee meeting agenda.

MEMBERS ATTENDING

- Charlie McClendon, Avondale, Chair
- Patrice Kraus for Mark Pentz, Chandler
- # Matt Busby for George Hoffman, Apache Junction
- Jeanine Guy, Buckeye
- * Jon Pearson, Carefree
- * Usama Abujbarah, Cave Creek
- Dr. 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
- * David White, Gila River Indian Community
- George Pettit, Gilbert
- Jessica Blazina 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
- Jeff Kulaga for Charlie Meyer, Tempe
- Chris Hagen for Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- Mark Hannah for Lloyce Robinson, Youngtown
- Rakesh Tripathi for Victor Mendez, ADOT
- Kenny Harris for David Smith, Maricopa Co.
- David Boggs, Valley Metro/RPTA

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

This item was on the January 28, 2009, Regional Council agenda.

MEMBERS ATTENDING

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

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

This item was on the January 20, 2009, Executive Committee agenda.

MEMBERS ATTENDING

Vice Mayor Peggy Neely, Phoenix,
Vice Chair
Mayor Thomas L. Schoaf, Litchfield Park,
Treasurer

Mayor Marie Lopez Rogers, Avondale
Mayor Steven M. Berman, Gilbert
Mayor James M. Cavanaugh, Goodyear
Mayor Hugh Hallman, Tempe

* Not present

Participated by video or telephone conference call

This item was on the January 14, 2009, Management Committee agenda.

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair
Mark Pentz, Chandler, Vice Chair
George Hoffman, Apache Junction
Matt Muckler for Jeanine Guy, Buckeye
* Jon Pearson, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall,
El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation
Julie Ghatti for Rick Davis, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Romina Korkes for John Fischbach,
Goodyear
RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park

Christopher Brady, Mesa
* Jim Bacon, Paradise Valley
Susan Daladdung for Carl Swenson, Peoria
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Bridget Schwartz-Manock for John Little,
Scottsdale
* Randy Oliver, Surprise
Jeff Kulaga for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
* Lloyce Robinson, Youngtown
* Victor Mendez, ADOT
Mike Sabatini for David Smith, Maricopa Co.
Mike Taylor for David Boggs,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call

CONTACT PERSON:

Rebecca Kimbrough, MAG Fiscal Services Manager, (602) 452-5051