MARICOPA ASSOCIATION of GOVERNMENTS

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October 20, 2009

TO: Members of the MAG Regional Council

FROM: Councilwoman Peggy Neely, Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.
Wednesday, October 28, 2009
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

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

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

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

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

c: MAG Management Committee

MAG REGIONAL COUNCIL
TENTATIVE AGENDA
October 28, 2009

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

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A.	Approval of the September 30, 2009, Meeting Minutes	5A. Review and approval of the September 30, 2009, meeting minutes.

TRANSPORTATION ITEMS

*5B. 2009 Annual Report on Status of the Implementation of Proposition 400

A.R.S. 28-6354 requires that MAG issue an annual report on the status of regional transportation projects included in Proposition 400, which was approved by the voters in Maricopa County in November 2004. The 2009 Annual Report is the fifth report in this series and covers the status of the Life Cycle Programs for Freeways/Highways, Arterial Streets, and Transit. A Summary of Findings and Issues is included in the attached material and the full report is available on the MAG website. Please refer to the enclosed material.

5B. Information and discussion.

*5C. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in the attached table. These include requests to change locations for two CMAQ funded projects, new pavement preservation projects by the Arizona Department of Transportation (ADOT), and financial changes including amounts and type of funds for ADOT projects. Projects funded with the American Recovery and Reinvestment Act (ARRA) funds are included in these requested changes. On October 1, 2009, the Transportation Review Committee (TRC) recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. Since the TRC met, there have been three additional project change requests from ADOT regarding right of way purchases. This request will not affect the current life cycle

5C. Approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update as shown in the attached tables.

program cash flow. The Management Committee recommended approval of the requested changes. This item is on the October 21, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*5D. Arterial Life Cycle Program Status Report

A Status Report on the Arterial Life Cycle Program (ALCP) is provided for the period between April and September 2009 and will include an update on ALCP Project work, the remaining Fiscal Year 2010 ALCP schedule, program deadlines, and program revenues and finances. Please refer to the enclosed material.

5D. Information.

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 amendment and administrative modification involve several projects, including six new Arizona Department of Transportation projects. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by October 23, 2009. Please refer to the enclosed material.

5E. Consultation.

*5F. Additional Funding for a Sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

On January 28, 2009, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and retained the prioritized list for any additional FY 2009 CMAQ funds that may

5F. Approval of additional funding for a sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. On September 18, 2009, the Arizona Department of Transportation (ADOT) notified MAG that ADOT would not continue with their street sweeper project for FY 2008 CMAQ funding. With the deletion of the ADOT sweeper project and associated savings of $166,491, the remaining $52,281 for Buckeye sweeper #1 from the approved Prioritized List may now be funded. The Management Committee recommended approval of additional funding for a sweeper from the approved Prioritized List. Please refer to the enclosed material.

GENERAL ITEMS

*5G. MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program

Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The MAG 9-1-1 PSAP Managers, the MAG 9-1-1 Oversight Team, and the MAG Management Committee recommended approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program. Please refer to the enclosed material.

5G. Approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration.

*5H. Application Process for the 2009 U.S. Department of Housing and Urban Development Stuart B. McKinney Funds for Homeless Assistance Programs

On December 8, 1999, the MAG Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the U.S. Department of Housing and Urban

5H. Information.

Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. A total of $172 million has been awarded to the region since 1999. Last year, the region received more than $24.5 million for 53 projects serving homeless individuals and families. The 2009 federal application was released on September 25, 2009 and the Continuum of Care consolidated application is due to HUD on November 9, 2009. The Ranking and Review Panel provided a draft list of all new and renewal applicants requesting funds during this application process to the MAG Management Committee for information. Project applications are due to the Ranking and Review Panel on October 26, 2009. The final list of recommended projects will be provided to the MAG Regional Council for information on October 28, 2009. Approval of the final consolidated application by the MAG Continuum of Care Regional Committee on Homelessness is expected on November 3, 2009. Please refer to enclosed material.

*51. Social Services Block Grant Amendment

The Social Services Block Grant allocation recommendations were approved by MAG Regional Council in February 2009. In June 2009, MAG received a request from the Area Agency on Aging (AAA) to move $177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item. The request to move funding will assist AAA to maximize the funding that remains after State budget reductions. During the process to develop the original allocations, the MAG Human Services Technical and Coordinating Committees determined elderly supportive intervention/ guidance counseling to be a low priority service and elderly home care to be a high priority service. The MAG Human Services Technical Committee, MAG Management Committee, and the MAG Human Services Coordinating Committee have recommended approval of the transfer of funds. Please refer to enclosed material.

51. Approval to amend the Social Services Block Grant (SSBG) Plan to transfer funding of $177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item and to send the revised SSBG allocation recommendations for FY 2010 to the Arizona Department of Economic Security.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

6. Update on the American Recovery and Reinvestment Act (ARRA) of 2009: Reallocation of Unused Local/MPO ARRA Funds – Policy Options

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway and transit agencies in State and Metropolitan Planning Organizations. In March 2009, the MAG Regional Council provided policy direction on how to program the ARRA funds designated to the MAG region for local projects, which included a regional obligation deadline of November 30, 2009. Per federal regulations, projects must undergo a set of federal clearances prior to obligation and advertisement and be obligated by March 2, 2010. Bids for initial ARRA funded projects have been between 20 percent to 50 percent below original estimates, and it is anticipated that trend will continue. As a result, unprogrammed ARRA funding may become available for additional projects. It is also anticipated that while some projects may not be on track to meet the federally mandated obligation date of March 2, 2010, others may be near completion and not meet the Regional Council November 30, 2009 deadline. With no Regional Council meeting scheduled in November, the Transportation Review Committee and the Management Committee recommended that the November 30, 2009 date be considered as a milestone date to determine the likelihood of obligation by the March 2, 2010 date and that another "hard" deadline date be established in January. The committees also provided guidance on the policy options. The categories that are proposed for the reallocation of the ARRA funds will be further discussed and a recommendation for the priorities for the categories will be on the October 29, 2009 Transportation Review Committee agenda. The recommendation will be considered at the November 18, 2009 MAG Management

6. Approval that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit, and 5) Modify the November 30, 2009 obligation deadline to a project development status review to determine the likelihood to obligate by March 2, 2010 with a final obligation/project development status review deadline in January to be determined.

Committee, the December 2, 2009 Transportation Policy Committee and the December 9, 2009 Regional Council meetings. This item is on the October 21, 2009, Transportation Policy Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

7. Consideration of Tentative Scenario for Balancing the Proposition 400 Regional Freeway and Highway Program

In May 2009, a tentative scenario was presented to the Transportation Policy Committee as a means for bridging the funding gap in the Freeway and Highway Program. On July 15, 2009, the Transportation Policy Committee recommended that information provided by the MAG staff be reviewed by the Transportation Policy Committee that day for information and discussion only and that the information be further analyzed by the member agency staff and that a discussion be held regarding this information by the MAG Management Committee and that a decision on this information be tabled for 90 days and be considered at the October 21, 2009, Transportation Policy Committee meeting. An update will be provided on the strategies identified by MAG staff to address the funding gap in the Regional Freeway Program. Topics covered within this presentation include an update on cost saving proposals in the SR-202L/South Mountain Freeway and SR-303L corridors. The update will conclude with a presentation on overall strategies and scenarios for meeting the Regional Freeway funding gap, based on the corridor-specific cost savings, data collected from the Central Phoenix Peer Review Group, discussions with ADOT and their Management Consultants, and MAG staff recommendations. On October 14, 2009, the Management Committee received a presentation and discussed the tentative scenario. Please refer to the enclosed material.

7. Information, discussion, and possible action to approve a tentative scenario for the MAG Regional Freeway and Highway Program to balance the Proposition 400 Regional Freeway and Highway Program and to incorporate it into the Regional Transportation Plan 2010 Update and the FY 2011-2015 MAG Transportation Improvement Program, with the understanding that due to the present cost and revenue uncertainties that this represents a placeholder and the program will be reevaluated in 18 months.

GENERAL ITEMS

8. ASU North American Center for Transborder Studies Report Update

On April 22, 2009, the MAG Regional Council approved amending the FY 2009 MAG Unified Planning Work Program and Annual Budget to include up to $12,000 of MAG federal funds if needed to have Arizona State University's North American Center for Transborder Studies conduct a study to describe the global and North American forces that impact the MAG region and the Sun Corridor. The report was jointly funded by MAG, the Central Arizona Association of Governments (CAAG), and the Pima Association of Governments (PAG). MAG, CAAG, and PAG staff have reviewed the final report and have discussed the possibility of holding a joint meeting. At the meeting, it is anticipated that a presentation will also be made by Arizona State University's Morrison Institute and discuss the characteristics of the Sun Corridor region. To further enhance planning coordination efforts among the three regions, a joint resolution has been prepared. The CAAG Regional Council has approved this resolution and it is currently under consideration by the PAG Regional Council. MAG staff will present an update on this item and is seeking to recommend approval of a resolution of planning coordination with the Maricopa Association of Governments (MAG), Pima Association of Governments (PAG), and Central Arizona Association of Governments (CAAG) and for the MAG Chair to sign the resolution at a future joint meeting of MAG, PAG, and CAAG. The MAG Executive Committee recommended approval of this item on October 19, 2009. Please refer to the enclosed material.

8. Approval of a resolution of planning coordination with the Maricopa Association of Governments (MAG), Pima Association of Governments (PAG), and Central Arizona Association of Governments (CAAG) and for the MAG Chair to sign the resolution at a future joint meeting of MAG, PAG, and CAAG.

9. Legislative Update

An update will be provided on legislative issues of interest.

9. Information, discussion and possible action.

10. Request for Future Agenda Items

    Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting will be requested.

10. Information and discussion.

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.

11. Information.

12. Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING

September 30, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park, Vice Chair
Councilwoman Robin Barker, Apache Junction
Vice Mayor Ken Weise for Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
* Councilman Dick Esser, Cave Creek
# Mayor Boyd Dunn, Chandler
Acting Mayor Michele Kern, El Mirage
* President Clinton Pattea, Fort McDowell Yavapai Nation
* Mayor Jay Schlum, Fountain Hills
* Mayor Ron Henry, Gila Bend
* Governor William Rhodes, Gila River Indian Community
Mayor John Lewis, Gilbert
* Mayor Elaine Scruggs, Glendale
Vice Mayor Georgia Lord for Mayor James M. Cavanaugh, Goodyear
Mayor Yolanda Solarez, Guadalupe
Supervisor Mary Rose Wilcox, Maricopa Co.
Mayor Scott Smith, Mesa
* Mayor Vernon Parker, Paradise Valley
# Mayor Bob Barrett, Peoria
+ Vice Mayor Gordon Mortenson for 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
Roc Arnett, Citizens Transportation Oversight Committee

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

1. Call to Order

The meeting of the MAG Regional Council was called to order by Vice Chair Thomas Schoaf at 5:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Vice Chair Schoaf noted that Councilwoman Peggy Neely, Councilwoman Robin Barker, Mayor Bob Barrett, Mayor Kelly Blunt, Mayor Boyd Dunn, Mayor Jim Lane, Mayor Lyn Truitt, and Mr. Roc Arnett were participating by teleconference. Vice Chair Schoaf said that Vice Mayor Ken Weise, who was attending the meeting as proxy for Mayor Marie Lopez Rogers, was participating via videoconference. Vic Chair Schoaf welcomed back Mr. Arnett to the Regional Council, and he introduced Vice Mayor Georgia Lord as proxy for Mayor Jim Cavanaugh.

Vice Chair Schoaf introduced Acting Mayor Michele Kern from the City of El Mirage, and presented her with her Regional Council membership certificate.

Vice Chair Schoaf noted that for agenda item #6, a revised status report on projects funded by the American Recovery and Reinvestment Act of 2009 was at each place.

Vice Chair Schoaf 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. Parking garage validation and transit tickets for those who used transit to attend the meeting were available.

3. Call to the Audience

Vice Chair Schoaf 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. Vice Chair Schoaf noted that no public comment cards had been turned in.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported to the Management Committee on items of interest to the MAG region. He noted that the MAG transportation public meeting to review the changes to the MAG Regional Transportation Plan 2010 Update, the MAG FY 2011-2015 Transportation Improvement Program, the Regional Freeway Program and the Regional Transit Program is scheduled for October 13, 2009, at 5:00 p.m. in the MAG Saguaro Room. Mr. Smith stated that MAG Transportation Policy Committee Chair, Mayor Marie Lopez Rogers of Avondale, will chair the public meeting.

Mr. Smith noted that the MAG Certification Review of MAG's planning process, which is federally required to occur every four years, is scheduled for November 3-5, 2009. He reported that in preparation for the Certification Review, the September 21, 2009, Executive Committee agenda included an item on the transit roles and responsibilities. Mr. Smith stated that the Executive Committee recommendation to the Regional Council that MAG assume the role of programming federal transit funds, is on the consent agenda. Mr. Smith stated that the Executive Committee also conducted a review of the Regional

Rideshare and Trip Reduction Programs and recommended more coordination of the programs. He said that staff will report back to the Executive Committee on ways to operate more efficiently.

Mr. Smith reported that the Office of the Auditor General has sent a letter to MAG that it has begun scoping work on the consultant they are going to hire for the legislatively mandated 2010 Performance Audit of the Regional Transportation Plan. He commented that MAG needs to be prepared for its audit by examining its planning processes.

Mr. Smith stated that October is Domestic Violence Awareness Month, and MAG is celebrating ten years of making a difference through the Regional Domestic Violence Council. He reported that President Diane Enos, Chair of the Regional Domestic Violence Council, attended a press conference of about 45 attendees on September 29 at the Sojourner Center to commemorate the achievements of the Council and to focus on the work remaining to be done. Mr. Smith thanked The Arizona Republic, the Arizona Department of Economic Security, Governor Brewer's Office, and Saint Luke's Health Initiative for their financial support. He announced that Saint Luke's just awarded MAG a $25,000 grant to develop a new plan to end domestic violence.

Mr. Smith stated that MAG will host the 2009 National Association of Regional Councils Executive Directors Conference on October 4-6, 2009, at the Sheraton Hotel in downtown Phoenix. He announced that MAG Transportation Policy Committee Chair Mayor Marie Lopez Rogers will introduce the keynote speaker, FHWA Administrator and former ADOT Director Victor Mendez. Mr. Smith stated that MAG's Chair, Councilwoman Neely, will welcome the group to the MAG region and Arizona, and Mayor Scott Smith from Mesa, Mayor Walkup from Tucson and Mayor Hickenlooper from Denver, will be presenters at the conference. Vice Chair Schoaf thanked Mr. Smith for his report. No questions for Mr. Smith from the Council were noted.

5. Approval of Consent Agenda

Vice Chair Schoaf noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H were on the Consent Agenda. He noted that no public comment cards had been received. Vice Chair Schoaf asked members if they had questions or requests to hear an item individually. No requests were noted.

Mayor Schwan moved to approve the Consent Agenda. Mayor LeVault seconded, and the motion passed unanimously.

5A. Approval of the July 22, 2009, Meeting Minutes

The Regional Council, by consent, approved the July 22, 2009, meeting minutes.

5B. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program

The Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan

2007 Update, and the FY 2010 Arterial Life Cycle Program. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program. The project change requests related to ADOT projects include new sign and pavement preservation projects, and financial adjustments to American Recovery and Reinvestment Act (ARRA) funded projects. The majority of local projects being amended or modified into the FY 2008-2012 TIP are paving dirt road projects. These projects were previously approved by the Regional Council to be amended into a draft TIP. Project changes are needed for local projects in the FY 2010 ALCP to align with the FY 2008-2012 TIP. Due to the timing of producing the FY 2011-2015 TIP, it is necessary to amend/modify the paving and ALCP projects in the current TIP for projects to begin. The Transportation Review Committee and the Management Committee recommended approval of the requested changes. Included in the Project Change item and noted on page six of the attachment under the table titled "New Requests," are eight projects that were heard for the first time at the Transportation Policy Committee (TPC) meeting on September 23, 2009. The one freeway project is dependent on the Regional Council action for the prioritization of the ARRA-Highway funds. The transit projects were recommended for modification/amendments to ARRA-Transit funds by the RPTA Board on September 17, 2009.

5C. Central Mesa Light Rail Transit Locally Preferred Alternative

The Regional Council, by consent, approved the Central Mesa locally preferred alternative as Phase I, which includes light rail transit on a Main Street alignment to the east side of Mesa Drive in accordance with the Regional Transportation Plan (RTP) and the consideration of the Phase II recommendations for future funding consideration as an "illustrative project" in the next RTP update. On June 17, 2009, the METRO Board of Directors approved a locally preferred alternative (LPA) resulting from the alternatives analysis on the technology and alignment to extend high capacity transit improvements in the Central Mesa corridor. The LPA included a light rail transit (LRT) extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. In addition, METRO also approved forwarding Phase II recommendations to MAG for future funding consideration, which included a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK Bus Rapid Transit to match LRT. The Mesa City Council approved these recommendations on May 18, 2009. The MAG Transportation Review Committee, the Management Committee, and the Transportation Policy Committee recommended approval.

5D. Acceptance of the Interstates 8 and 10-Hidden Valley Transportation Framework Study

The Regional Council, by consent, accepted the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; accept the findings and implementation strategies as

described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; recommend the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities. As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwestern Maricopa County and western Pinal County. Beginning in May 2007, a consultant team began framework planning efforts for a 3,200 square mile study area bounded by Gila River on the north, SR-87 and Overfield Road on the east in Pinal County, the Tohono O'Odham Indian Community and Barry Goldwater Range on the south, and 459th Avenue on the west in Maricopa County. This study is the second framework effort in the MAG region since the conception of the regional freeway network in 1960 and the Hassayampa Study in 2008, to establish a network of transportation facilities to meet the buildout travel demand. The Transportation Review Committee, MAG Management Committee, Transportation Policy Committee, and MAG Regional Council have received a briefing on the project's framework recommendation for the Hidden Valley study area. The Management Committee and the Transportation Policy Committee recommended acceptance.

5E. Arizona Department of Transportation Red Letter Process

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include: 1) Notifications: ADOT will periodically forward Red Letter notifications to MAG. Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings. If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action. 2) Advance acquisitions: ADOT is authorized to proceed with advance right-of-way acquisitions up to $2 million per year in funded corridors. Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action. With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis. For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded. In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT. ADOT has

forwarded a list of notifications from January 1, 2009, to June 30, 2009. Of the 140 notices received, 31 had an impact to the State Highway System. This item was on the agenda for information and discussion.

5F. Transportation Regional Planning Roles and Responsibilities Update

The Regional Council, by consent, approved (1) Option 1: Programming Consolidated at MAG; (2) forming a MAG transit committee; (3) addressing potential budget issues regarding the Regional Public Transportation Authority and Valley Metro Rail in the development of the FY 2011 MAG Unified Planning Work Program and Annual Budget; and (4) directing MAG staff to report back to the Executive Committee in 90 days or sooner with a plan on progress regarding the remaining options including a budget analysis of the options. At the June 13, 2009, MAG Regional Council Executive Committee meeting, staff provided an update on working group discussions regarding transportation regional planning roles and responsibilities. The working group, which includes representatives from MAG, the Regional Public Transportation Authority (RPTA) and Valley Metro Rail (METRO) met on July 16, 2009. On September 21, 2009, the Executive Committee discussed four options that had been developed by the working group and recommended approval of Option 1: Programming Consolidated at MAG; forming a MAG transit committee, addressing potential budget issues regarding the Regional Public Transportation Authority and Valley Metro Rail in the development of the FY 2011 MAG Unified Planning Work Program and Annual Budget, and reporting back to the Executive Committee on progress in 90 days or sooner with a plan on progress regarding the remaining options including a budget analysis of the options.

5G. 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 amendment and administrative modification involve several projects, including Arizona Department of Transportation projects and PM-10 Pave Unpaved Road projects for FY 2011 and FY 2012. 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. This item was on the agenda for consultation.

5H. 2010 Census New Construction Program

The 2010 Census is only seven months away. To ensure that all new housing units are counted, jurisdictions need to complete the New Construction program Registration Form. The Registration Form was sent to the highest elected official and census liaison at each member agency in August 2009. The form needs to be completed by each jurisdiction, signed by the jurisdiction's highest elected official, and returned to the U.S. Census Bureau by its deadline of October 8, 2009. The 2010 Census New Construction program will help ensure that the U.S. Census Bureau's address list is as complete as possible by Census Day, April 1, 2010. The New Construction program is the opportunity for every MAG member agency to submit city style mailing addresses for units constructed after the address

canvassing operation was completed. MAG will be offering assistance to all agencies participating in the program. This item was on the agenda for information.

6. Update on the American Recovery and Reinvestment Act of 2009: Reallocation of Unused Funds – Policy Options

Eileen Yazzie, MAG Transportation Programming Manager, reported that the Management Committee and Transportation Policy Committee recommended reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate. She advised that the focus of her presentation was on the Highway ARRA Funds, and policy discussions on the Local ARRA funds would begin at the Transportation Review Committee meeting the next morning. Ms. Yazzie noted that a newly updated status report on ARRA funded projects, which was revised September 29, was at each place. Ms. Yazzie noted that some minor comments from member agencies were incorporated into the update.

Ms. Yazzie stated that her presentation would focus on the review of the timeline and upcoming deadlines, Highway ARRA projects, Transit ARRA projects, MPO/Local ARRA projects, the status report on the projects funded by ARRA, and discussion and recommendations. She noted that the ARRA funds for transportation in the MAG region for highways, local/MPO projects, and transit total approximately $300 million.

Ms. Yazzie stated that in March 2009, the MAG Regional Council established a deadline of November 30, 2009, for the ARRA funds designated to the MAG region for local projects to be obligated, and the federal obligation date for all ARRA funds is March 2, 2010. Ms. Yazzie noted that on September 14, 2009, MAG was notified by Federal Highway Administration that the obligation deadline for unobligated funds due to project savings is September 10, 2010.

Ms. Yazzie addressed the Highway ARRA funds of approximately $130 million programmed by MAG. She stated that the MAG Regional Council approved a rank ordered list of 13 projects for funding that totaled about $194 million. Ms. Yazzie stated that originally five projects (priority order #1, #2, #4, #5, and #6) were programmed, but due to lower costs, two additional Highway projects (priority order #7 and #8) in the MAG region could be funded with ARRA funds. Ms. Yazzie noted that project #3 was SR-802, which is not ready to proceed. She advised that even after funding the two additional projects, there is currently $14.6 million available to program due to lower costs.

Ms. Yazzie stated that the requested action is that the projects to be funded with available ARRA funds be reprioritized based on their project readiness in order to meet the March 2, 2010, deadline. Ms. Yazzie stated that there is a backup list of projects that could be funded with ARRA funds based on project readiness.

Ms. Yazzie addressed Transit ARRA funds, and noted that the Regional Council approved a list of Transit projects for ARRA funding that had been forwarded by the Regional Public Transportation Authority (RPTA) Board. She advised that there is no backup list for transit projects. Ms. Yazzie said that Transit projects are coming in under estimate, and it is anticipated that there will be unobligated,

available Transit ARRA funds. She stated that on September 17, 2009, the RPTA Board recommended approval of programming ARRA Transit funds, due to a lower cost bid from a Mesa park and ride project, to two other Mesa park and ride projects, and these projects were shown on the project change sheet. Ms. Yazzie stated that Transit ARRA discussions have taken place mostly at RPTA and its committees will continue discussions through October. She advised that any policy recommendations would be reported back to the Regional Council.

Ms. Yazzie addressed the MPO/Local ARRA funds and noted that due to project bids coming in lower than expected and some programmed projects not expected to meet the November 30 deadline set by the Regional Council, unobligated, available MPO/Local ARRA funds are anticipated. Ms. Yazzie said that detailed discussion and analysis will start at the Transportation Review Committee meeting the next morning and will continue through the MAG committee process in October.

Ms. Yazzie stated some policy options have been identified, and she noted that the key factors are project eligibility and project readiness to obligate by March 2, 2010. She said that unprogrammed/available MPO/Local ARRA funds could remain allocated to the local jurisdiction to be reprogrammed to another project, based on project eligibility and readiness or unprogrammed/available MPO/Local ARRA funds could go back to the region for Local, Highway, and Transit projects. She stated that staff will work with ADOT and FHWA to ensure that projects are ready to go.

Ms. Yazzie stated that the November 30, 2009, deadline was discussed by the Management Committee and concern was expressed that local projects will still be under development and not obligated by that date, but would be able to obligate by March 2, 2010. She noted that the Management Committee discussed that the policy issues related to Local ARRA funds would be discussed further and considered in October, beginning with the Transportation Review Committee meeting the next day.

Ms. Yazzie explained the format of the status report on ARRA funded projects by saying that a check mark means that the project development is complete and a date indicates the completed or estimated completion date. Ms. Yazzie requested that members review their projects with their staff and let MAG staff know if there are any changes. Vice Chair Schoaf thanked Ms. Yazzie for her report and asked members if they had questions.

Mayor Smith stated that it is important to ensure that the stimulus funds are spent. He stated that some months ago, a framework was set up on the Highway and subregional allocations to accomplish this. Mayor Smith stated that there is still some work to be done on the subregional portion of the funds, but with the reprioritization previously decided on the Highway portion, he moved that MAG reprioritize the American Recovery and Reinvestment Act (ARRA) Highway project list that was originally approved by the Regional Council on February 25, 2009, with the reprioritization based on the ability to obligate these funds determined by project readiness and that action on the MAG regional sub-allocation portion of ARRA be delayed until further discussion in October. Chair Neely seconded.

Vice Chair Schoaf asked members if they had questions. Hearing none, he called for a vote on the motion, which passed unanimously.

Supervisor Mary Rose Wilcox joined the meeting and was welcomed and presented with her Regional Council membership certificate by Vice Chair Schoaf.

Supervisor Wilcox expressed that she was excited to be on the Regional Council. She stated that she had been a supervisor for 18 years and this was her first time on the Regional Council. Supervisor Wilcox commented that her colleagues finally realized that Democrat or Republican, all are equal and share County government. She expressed that she looked forward to working with all of the Regional Council members. Supervisor Wilcox was applauded.

7. Building a Quality Arizona Update

Bob Hazlett, MAG Senior Engineer, stated that the statewide transportation planning framework program has been underway for a couple of years. He stated that the framework study process began here at MAG and spread statewide. Mr. Hazlett stated that the Building a Quality Arizona (BQAZ) initiative was begun by the Arizona COG/MPO Association and has been a continuing effort with the Hassayampa Framework Study and the Hidden Valley Framework Study. Mr. Hazlett stated that the effort also includes the MAG Regional Transportation Plan that is undergoing an update and the MAG Transit Framework Study. Mr. Hazlett noted that the Central Phoenix Framework Study to examine the interior of Loop 101 using the framework study process will get underway soon. Mr. Hazlett noted that present tonight to answer questions were Jim Zumpf, project manager for the Arizona Department of Transportation, and John McNamara, the project manager from AECOM for the Hidden Valley and Hassayampa Studies, who would be delivering the BQAZ presentation.

Mr. McNamara stated that the work begun at MAG in 2006 established the foundation for the statewide framework planning program. He said that as the Arizona COG/MPO Association looked at what MAG had accomplished, it called on the State Transportation Board, the Governor, and ADOT to carry the process statewide, and as a result, four framework studies, in the Central, Western, Eastern and Northern in segments of the state, were conducted in 2008. Mr. McNamara noted that these studies, along with the MAG and PAG work, became the foundation for the statewide transportation program. Mr. McNamara stated that the Statewide Rail Framework Study was added in December 2008 because it became obvious that rail would be a significant part of our future. He commented that since then, President Obama and Congress made rail a part of the stimulus program.

Mr. McNamara said that rather than reading the Arizona 2050 Transportation Vision he would point out key words that sets it apart from previous long range planning efforts. He said that looking back at the Wilbur Smith plan for the Phoenix area and all of the changes that have occurred, even more changes are anticipated looking out to 2050, such as more multimodalism and more choice in terms of transportation. Mr. McNamara stated that in the future enhanced technology in fuels, more close linkage between land use and transportation decision making, economic development decision making, and responsiveness to the natural environment are expected.

Mr. McNamara stated that the Arizona 2050 Transportation Vision is not cost constrained and is intended to be the foundation for the state statute-mandated long range transportation plan, which will focus on a cross-constrained 20-year horizon and a series of five-year capital plans.

Mr. McNamara stated that the Guiding Principles of the Arizona 2050 Transportation Vision include supporting safe and efficient mobility and access, promoting a sustainable development pattern that links land use and transportation, supporting economic growth, considering Arizona's environment and natural resources, supporting energy independence and climate change initiatives, and improving the overall quality of life. Mr. McNamara noted that Smart Growth and the Climate Change Action Plan have been woven into this vision.

Mr. McNamara stated that the collaborative process they conducted included extensive public involvement, with approximately 100 to 150 meetings held, and utilized a committee structure, similar to the MAG committee structure, leading up to the State Transportation Board. He stated that the process to develop the regional frameworks and the overall statewide scenario was modeled on the Hassayampa and Hidden Valley Studies.

Mr. McNamara stated that the extensive environmental scan looked at existing and future conditions, whether natural, manmade or socioeconomic. He stated that the regional framework studies formed the basis along with the MAG and PAG work and strategic direction from various industries. Mr. McNamara stated that three scenarios evolved that are currently under consideration, and he added that they are on their way to making a recommendation on a scenario from the three, which will become the basis for the state's long range cost constrained program. Mr. McNamara commented that he believed the recommended scenario would probably be a hybrid of the three scenarios.

Mr. McNamara stated that Scenario A: Personal Vehicle Mobility assumes that the predominant method of travel will be the personal vehicle; that vehicle technology and efficiency (types of vehicle and fuel) will evolve over time; that there will be a modest increase in transit investment; and that land use policy direction will remain as as today and not much coordination with economic and land use decision making.

Mr. McNamara stated that Scenario B: Transit Mobility assumes an emphasis on enhanced transit use; a shift to using transit for regular trips (work, school, shopping, etc.); more travel choices, including looking at rail connections, and land use patterns remaining such as they are today.

Mr. McNamara stated that Scenario C: Focused Growth is more holistic look at planning and includes a balance of roadway and transit investments, more transportation investments focused on economic activity centers, more coordination with Pima and Pinal Counties, and reduced vehicle trips.

Mr. McNamara stated that the scenarios were modeled with the statewide travel demand model and he noted that they have a number of common features. For roadways, the common features include enhanced capacity on all Interstate highways in the state, development of east and west high-capacity alternatives to I-17, a high-capacity bypass south and west of metro Phoenix, and enhanced capacity through new and improved facilities in the Sun Corridor Megapolitan region. He said that common features for transit/rail include transit to varying degrees, expansion of intercity bus service to activity centers and tribal communities, and enhanced capacity through new and improved facilities in the Sun Corridor Megapolitan region. Mr. McNamara stated that coordination took place with bordering states and Mexico.

Mr. McNamara addressed the Sun Corridor by saying that the vast portion of population and employment, currently at 60 to 70 percent, will evolve to about 75 percent in this corridor over the next 40 years. He said that as a result, there is a significant investment in all three scenarios in this area, such as widening I-10 to ten lanes between Phoenix and Tucson, a new North-South Freeway corridor from the East Valley to Eloy, the I-11/Hassayampa Freeway concept, implementing the Arizona Parkway system, widening rural state highways, and significant transit investments, such as high-capacity bus, commuter rail, intercity rail, high-speed rail, and intensifying urban transit services.

Mr. McNamara stated that the last piece of the effort is the Statewide Rail Framework, which has identified 13 strategic opportunities in passenger and freight areas, such as commuter rail in the MAG and PAG regions that could evolve into intercity rail between Phoenix and Tucson and options for high-speed rail with potential connections to places like Albuquerque, Colorado Springs, Boulder, and Denver, and Las Vegas. Mr. McNamara stated that freight rail opportunities include improvements to Class I rail lines (Union Pacific Railroad and Burlington-Northern Santa Fe), working with the short line railroads that feed into the railroads, and economic development through inland ports such as Punta Colonet. He stated that the study will present some alternatives and best practices on how rail coordination could be more centrally focused so that the state speaks with one voice. Mr. McNamara stated that currently, the Corporation Commission deals with one piece, ADOT another piece, and so on.

Vice Chair Schoaf thanked Mr. McNamara for his presentation, and expressed appreciation for all of the work that had been done and continuing the work in the future. He asked members if they had questions.

Mr. Zubia expressed his appreciation to MAG, in particular, Dennis Smith and Eric Anderson for providing the base framework for the study. He stated that MAG is the best transportation planning organization in the state and one of the best in the nation. Mr. Zubia stated that MAG showed leadership in bringing this process to the state. He said that it is a new process that he felt would be successful. Mr. Zubia also extended his appreciation to AECOM.

Mr. Smith acknowledged that Mr. Hazlett was the architect behind the framework studies. He said that we would not be at this point without Mr. Hazlett's passion to go around the state with the COG/MPO Association and being the project manager of the Hassayampa and Hidden Valley studies. Mr. Smith expressed that Mr. Hazlett had done a great job. Mr. Hazlett was applauded.

Mayor Smith stated that the word "vision" was used in the presentation and it is not easy to present a vision. He expressed appreciation that real data were used along with looking to the future and creating a true vision. Mayor Smith stated that there are many factors and he was unsure how this will play out, but he would rather have that discussion and have blueprints to reference when planning for Arizona in order to make it a great state. He indicated there is a lot of work that must be done before Arizona reaches its full potential. Mayor Smith expressed his appreciation for the work and presenting it in a way that stretches the imagination.

Vice Chair Schoaf expressed his gratitude on behalf of the Regional Council. He stated that these kinds of planning efforts launch the type of dialogue that Arizona lacked in the past and will allow us to plan its future and accomplish something for our grandchildren.

8. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

Dean Giles, MAG Environmental Division staff, addressed the Council on the status of remaining MAG approved PM-10 Certified Street Sweeper projects that have not requested reimbursement. Mr. Giles stated that the implication of delaying reimbursement was first reported to the MAG Management Committee at its June 2009 meeting. He stated that a status report was provided to the Management Committee at its October 2009 meeting, and since then, progress has been made on the number of sweeper reimbursements received.

Mr. Giles explained that for street sweepers, the funding that is used to reimburse agencies is contained in the MAG Unified Planning Work Program and Annual Budget. Mr. Giles noted that over time, there has been a delay in some agencies requesting reimbursement for street sweepers, in some cases up to three years. He added that this results in obligated federal funds being carried forward in the Work Program.

Mr. Giles stated that the Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. Mr. Giles noted that the most recent street sweeper funds were approved by the Regional Council in July for FY 2009 Closeout. MAG notified member agencies that received funding that to assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter, which would be September 11, 2010.

Vice Chair Schoaf thanked Mr. Giles for his report. No questions from the Council were noted.

9. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. He said that he would report on the FY 2010 Appropriations and status of Reauthorization. Mr. Pryor stated that the today Congress adopted a continuing resolution to carry through funding for 30 days at the FY 2009 level. He indicated that Congress hopes to pass a full FY 2010 Appropriations in October.

Mr. Pryor then provided an update on Reauthorization. He said that the new federal fiscal year begins October 1, 2009, and this ties in with the expiration of SAFETEA-LU at midnight September 30, 2009. He said a new reauthorization is not on the horizon and we are talking about extensions. Mr. Pryor reported that the House supported a three-month extension and the Senate supported an 18-month extension as offered by the White House. He indicated that there may be a compromise and support for a three-month extension. Mr. Pryor reported that 15 minutes before the Regional Council meeting began, staff found out there would be no vote that evening. He advised that there is a 30-day provision

in SAFETEA-LU and there was still an opportunity to work on the legislation. Vice Chair Schoaf thanked Mr. Pryor for his report and asked members if they had questions.

Councilwoman Neely stated that she is in Washington, DC, and has been having conversations on transportation. She reported that there seems to be a buzz among other states that there is some rescission funding on projects that may have been approved. Ms. Pryor stated that there have been offerings to repeal rescission. He explained that in the current Authorization there is a provision to take back monies that were outlined in the broader Authorization. Mr. Pryor stated that when each fiscal year arrives, it is not always funded to the full amount year after year. This accumulates year after year. Mr. Pryor added that this is not hard money that comes to the state, but is more of an accounting practice. Mr. Pryor noted that the repeal discussion is ongoing and has been offered as part of the extension compromise. He said that he will monitor what occurs. Councilwoman Neely asked Mr. Pryor to keep the Executive Committee updated if that rescission is not repealed and where the dollars might affect funding flow.

10. Request for Future Agenda Items

Vice Chair Schoaf stated that this is a new item on the Regional Council agenda. He said that it was added as a result of the effort that the Regional Council remain transparent. Vice Chair Schoaf stated that Regional Council members are welcome to suggest items they would like to have considered for discussion at a future meeting, which will undergo a review by the appropriate MAG subcommittees and eventually back to the Regional Council through the Executive Committee. He asked if there were any requests.

Mr. Arnett stated that he received a presentation that there are some companies that are developing the ability to track lane mile usage via the Internet. He remarked that with increasing numbers of hybrid and electric vehicles using the roads, the use tax is not keeping pace with need. Mr. Arnett offered to send information on new technology that might start the dialogue for a methodology whereby the tax rate funding the use of highways could be changed.

Mr. Smith stated that he had a recent discussion with a MAG staff member working on performance measurements about purchasing some of these services in order to update MAG's information. He noted that Mr. Arnett's request would be brought to the Executive Committee, along with Councilwoman Neely's request for a rescission item.

Vice Chair Schoaf encouraged members to bring forward issues and they will bring them through the process to try to have them on the Regional Council agenda.

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.

Councilmember Barker expressed appreciation to those who presented the framework studies at the Central Arizona Association of Governments (CAAG) meeting last week. She added that they were very interesting and well done.

12. Adjournment

There being no further business, Mr. Zubia moved to adjourn the Regional Council meeting. Mayor LeVault seconded, and the meeting adjourned at 6:00 p.m.

Chair

Secretary

Agenda Item #5B

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

DATE:
October 20, 2009

SUBJECT:
2009 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY:
Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2009 Annual Report is the fifth report in this series. State law also requires that MAG hold a public hearing on the report after it is issued. It is anticipated that a public hearing on the Draft 2009 Annual Report will be conducted in November 2009. A Summary of Findings and Issues has been enclosed and the full report is available on the MAG website.

The Draft 2009 Annual Report on the Status of the Implementation of Proposition 400 addresses project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The annual report process draws heavily on data from the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs.

The 2009 Annual Report utilizes revenue forecasts that were developed in the spring of 2009. This forecast revised that done in the fall of 2008, as the national and state-level economies continued to deteriorate. Fiscal Year 2009 half-cent sales tax receipts were 13.6 percent lower than the receipts from FY 2008. This is the second consecutive year-over-year decline in receipts for the tax. In addition, forecasts of half-cent revenues for FY 2010-2026 are 22.5 percent lower than presented in the 2008 Annual report. Updated long-range, revenue projections are currently under development and may result in a further reduction in forecasted revenues.

PUBLIC INPUT:
It is anticipated that a public hearing on the Draft 2009 Annual Report will be held in November 2009 at the MAG office.

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

CONS: None.

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

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

ACTION NEEDED:
Information and discussion.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: The Draft 2009 Annual Report was included on the Transportation Policy Committee agenda for October 21, 2009, for information and discussion.

Management Committee: The Draft 2009 Annual Report was included on the MAG Management Committee agenda for October 14, 2009, for information and discussion.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
Shane Dille for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: The Draft 2009 Annual Report was included on the MAG Transportation Review Committee agenda for October 1, 2009, for information and discussion.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Jose Heredia for Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
* Litchfield Park: Woody Scoutten for Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
Queen Creek: Wendy Kaserman
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Maki
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
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:
Roger Herzog, MAG, (602) 254-6300

Draft 2009 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY OF FINDINGS AND ISSUES

The *Draft 2009 Annual Report on the Status of the Implementation of Proposition 400* has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statue (ARS) 28-6354. ARS 28-6354 requires that MAG annually issue a report on the status of projects funded through Proposition 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from the 2009 Annual Report are summarized below.

MAG REGIONAL TRANSPORTATION PLAN

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

- Adoption of the "Regional Transportation Plan - 2010" Update has been targeted for July 2010.

  During FY 2008 and FY 2009, the transportation planning process dealt with major project cost increases, as well as significantly reduced revenue collections and forecasts. As a result, the Regional Transportation Plan (RTP) has been undergoing review and updating by MAG to reflect the changing cost and revenue environment. The ongoing RTP update effort is addressing factors such as revenue and financing options, project phasing and scope revisions, and plan and program schedule adjustments. It is anticipated that this process will be completed in early 2010, and a "Regional Transportation Plan - 2010 Update" will be adopted in July 2010.

- The I-10 median, west of I-17 to 83rd Ave., was designated as the Locally Preferred Alternative for high capacity transit improvements.

  On July 23, 2008, the Regional Council approved designating the I-10 median, west of I-17, as the Locally Preferred Alternative for high capacity transit improvements. The corridor would extend to 83rd Ave. Further transit

options to the west of 83rd Ave., including intermodal connections, will be explored in future transit studies.

- The Sky Harbor Automated Train System (Stage Two) was included in the Regional Transportation Plan as an illustrative project.

  On April 22, 2009, the Regional Council included Stage Two of the Sky Harbor Automated Train System (Sky Train) in the RTP as an illustrative project. The Sky Train is a fully automated, grade separated transit system that will connect the major facilities at Sky Harbor International Airport with the Metro light rail transit (LRT) system. Stage One of the project extends from the LRT station at 44th St. to Airport Terminal Four. Stage Two is planned to link the remaining airport terminals with the rental car center.

- A list of freeway noise mitigation projects was approved by the Regional Council.

  On July 23, 2008, the Regional Council approved a list of freeway noise mitigation projects that will utilize Proposition 400 funding. A total of $75 million was originally identified for noise mitigation in the 2003 Regional Transportation Plan, and was directed at improving conditions on the existing freeway system. Approximately $55 million of this funding was expended for rubberized asphalt, leaving $20 million for other noise mitigation projects, which were approved in the action by the Regional Council.

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

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

- Fiscal Year 2009 receipts from the Proposition 400 half-cent sales tax were 13.6 percent lower than receipts in FY 2008.

  Receipts from the Proposition 400 half-cent sales tax for FY 2009 were 13.6 percent lower than FY 2008, and 16.4 percent lower than those in FY 2007. The decline between FY 2007 and FY 2008, which was 3.2 percent, was the first year-over-year revenue decline in the history of the half-cent sales tax since its inception in 1985. The significant decline in FY 2009 testifies to the severe effects of the economic recession, which has been experienced since the fall of 2007.

- Forecasts of Proposition 400 half-cent revenues are 22.5 percent lower for the period FY 2010 through FY 2026, compared to the 2008 Annual Report estimate.

  Future half-cent revenues for the period FY 2010 through FY 2026 are forecasted to total $10.3 billion. This amount is $3.0 billion, or 22.5 percent, lower than the forecast for the same period presented in the 2008 Annual Report. The total revenues for the FY 2010-2026 period reflect ADOT's interim sales tax forecast posted on its website in April 2009. This forecast will be subject to change during ADOT's annual forecast update process in the fall of 2009, which may result in further reductions in projected future revenues.

- Forecasts of total ADOT Funds dedicated to the MAG area for FY 2010 through FY 2026 are 12.6 percent lower than the 2008 Annual Report Annual Report estimate.

  The forecast for ADOT funds totals $6.1 billion for FY 2010 through FY 2026, which is 12.6 percent lower than the 2008 Annual Report forecast. This funding source represents nearly one-half of the total funding for the Freeway/Highway Life Cycle Program. This decrease is due to lower Arizona Highway User Fund (HURF) revenues and the transfer of a portion of ADOT funds to the Department of Public Safety as a result of the state budget difficulties.

- Forecasts of total MAG Federal Transportation Funds for FY 2010 through FY 2026 are $1.1 billion lower than the 2008 Annual Report estimate.

  The forecasted revenues for the period FY 2010 through FY 2026 total $4.3 billion. This forecast is $1.1 billion lower than that presented in the 2008 Annual Report for the same period. Most of this reduction is the result of lower projections in Federal transit funding. The current Federal transportation funding program ends on September 30, 2009, and the successor to the current program may result in significantly different approaches to transportation funding in all modal programs. Future Congressional action in this area will warrant close monitoring.

- In January 2009, $104 million of the STAN allocation to the MAG area was swept by the Legislature.

  In January 2009, $104 million of the FY 2007 STAN allocation to the MAG area was swept by the Legislature to help balance the FY 2009 State Budget. This meant that three of the projects originally identified for acceleration would no longer receive STAN funding. Approximately $184 million was originally allocated to the MAG during the spring 2006 Arizona Legislative

Session. On December 13, 2006, the MAG Regional Council approved a set of projects to be funded with these monies.

- The MAG area received approximately $308 million in ARRA funds for transportation infrastructure projects.

  The American Recovery and Reinvestment Act (ARRA) was signed by President Obama on February 17, 2009 and contained funding for transportation infrastructure improvements. Approximately $130 million was obligated for projects on the State Highway System in the MAG area. Also, $1.1 million was utilized to provide local match for the Union Hills Rd./Beardsley Rd. connection in the ALCP, which was in addition to $104 million in ARRA funding directed at strictly local jurisdiction projects. In addition, $66 million in ARRA funding for transit projects and $7 million for enhancement projects was authorized for the MAG area.

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

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

- A number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2009.

Completed

- I-10 (SR 143 to US 60): WB auxiliary lane.
- I-17 (Carefree Hwy.): Reconstruct interchange.
- I-17 (Jomax Rd./Dixileta Dr.): New interchange.
- SR 51 (Shea Blvd. to Loop 101): New HOV lanes, including HOV ramp connections at Loop 101.
- SR 85 (MC 85 to Southern Ave) Widen to four lanes.
- SR 85 (MP 139.01 to 141.71): Widen to four lanes.
- SR 87 (Forest Bndry. to New Four Peaks Rd.): Road improvements, including an interchange at Bush Hwy.
- Loop 101 (Princess Dr. to Red Mountain Fwy.): New HOV lanes.
- Loop 101 (64th St.): New interchange.
- Loop 202 (Mill Ave. and Washington St.): Bridge widening.

Under Construction

- I-10 (101L to Sarival Ave): New HOV and general purpose lanes.
- I-17 (Dove Valley Rd.): New interchange.

- I-17 (101L to Jomax Rd.): New HOV and general purpose lanes.
- I-17 (Jomax Rd. to SR 74): New HOV and general purpose lanes.
- US 60 (I-10 to Loop 101): New general purpose lanes.
- SR 85 (MP 130 to MP 137): Widen to four lanes.
- SR 93 (Wickenburg Bypass): New roadway.
- Loop 101 (Tatum Blvd. to Princess Dr.): New HOV lanes.
- Loop 101/Thunderbird Rd.: T.I. improvements.
- Loop 101 (202L/Red Mt. Fwy. To 202L/Santan Fwy.): New HOV lanes.
- Loop 101 (I-17 to SR 51): FMS construction
- Loop 202 (SR 51 to 101L): Design-build freeway widening.
- Loop 202 (101L to Gilbert Rd.): New HOV lanes.
- Loop 303 (Cactus Rd., Waddell Rd., and Bell Rd.) T.I. structures.
- Loop 303 (Happy Valley Rd. to Lake Pleasant Rd.): Interim four-lane divided roadway.
- Loop 303 (Lake Pleasant Rd. to I-17): Interim four-lane divided roadway.

Advertised for Bids *

- I-10 (Verrado Way to Sarival Ave.): New general purpose lanes.
- I-10 (Sarival Ave. to Dysart Rd.): New general purpose lanes. *
- I-17 (SR 74 to Anthem Way): New general purpose lanes.
- US 60 (99th Ave. to 83rd Ave.): Widen to six lanes. *
- US 60 (303L to 99th Ave.): Widen to six lanes. *
- SR 74 (MP 20 to MP 22): New passing lanes. *
- SR 85 (I-10 to Southern Ave.): New mainline. *
- Loop 101 (Beardsley Rd./Union Hills Rd.): Expand interchange. *
- Loop 101 (SR 51 to Princess Dr.): FMS construction.

* Advertised early in FY 2010

- Material cost increases were experienced for several FY 2009 projects and projects in the FY 2010-2026 Life Cycle Program.

  During FY 2009, the MAG Regional Council approved cost increases identified by ADOT and MAG totaling $87 million for freeway/highway projects that were programmed for FY 2009. It was determined that the cost increases could be accommodated within available cash flow. Also, cost increases for projects in FY 2010-2026 Life Cycle Program totaled $5.2 billion. The latter set of cost increases were not amended into the currently adopted RTP - 2007 Update and are under consideration as part of the 2010 update of the RTP.

- There is a major imbalance between estimated costs and projected revenues for the Freeway/Highway Life Cycle Program.

Funding available for use on freeway and highway projects through FY 2026 has been estimated to total $9.0 billion (2009 $'s). The estimated future costs identified in the Life Cycle Program for the period covering FY 2010 through FY 2026 total $14.6 billion. Therefore, estimated future costs exceed the projected future funds available by $5.6 billion.

The potential for cost/revenue imbalances resulting from significant cost increases was identified in previous Annual Reports. The deficit quantified in the 2009 Annual Report reflects estimates made during 2008 and early 2009. The recent economic slowdown has lessened the pressure on construction costs and recent bids have been more favorable. However, those same economic conditions have resulted in decreasing revenue collections and lower long-term revenue forecasts. The outlook regarding construction costs and future transportation revenues remains highly uncertain, and continued adjustments in both costs and revenue estimates may be expected.

- The Freeway/Highway Life Cycle Program is undergoing revision to restore a balance between costs and revenues.

  The MAG Transportation Policy Committee is in the process of addressing the imbalance between costs and revenues for the freeway/highway element of the Regional Transportation Plan. A number of measures are being evaluated to restore a balance, including: (1) facility design policies and value engineering, (2) project phasing and re-scoping, (3) project deferrals, (4) program management strategies, and (5) revenue enhancements. It is anticipated that this effort will be completed in early 2010, and an updated RTP considered for adoption by the Regional Council in mid-2010.

ARTERIAL STREET LIFE CYCLE PROGRAM

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

- The Arterial Street Life Cycle Program Policies and Procedures, and Project Listing were updated during FY 2009.

  On April 22, 2009, MAG adopted changes to the Arterial Life Cycle Program Policies and Procedures to refine closeout and substitution procedures. In

addition, on June 24, 2009, the FY 2010 ALCP project listing was adopted to reflect updated information regarding project development status.

- <u>During FY 2009, $72 million in reimbursements were distributed to local governments from the Arterial Street Life Cycle Program, and work is continuing for reimbursements in FY 2010.</u>

  Seven jurisdictions received reimbursements for project work during FY 2009 amounting to over $72 million. This brings the total reimbursements to $122 million since the initiation of the Program. A total of eight project agreements were executed in FY 2009. This brings the total of project agreements executed to date to 34. It is anticipated that an additional 11 agreements will be executed during FY 2010. During FY 2010, it is also anticipated that a total of seven jurisdictions will receive reimbursements amounting to approximately $99 million. Through FY 2009, 12 ALCP projects have been completed.

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

  During the period FY 2010 through FY 2014, work will be proceeding on 105 different arterial street projects. Various stages of work will be conducted on these projects, including 71 with design activity, 62 with right-of-way acquisition, and 55 with construction work, at some time during the five-year period.

- <u>Project implementing agencies have deferred $47 million in Federal and regional funding from FY 2009 to later years.</u>

  Lead agencies deferred $47 million in Federal and regional funding from FY 2009 to later years. Increased project costs, reduced local revenues, and other implementation issues have resulted in the deferral of arterial projects by implementing agencies, due to the inability to provide matching funds, or other scheduling and resource issues.

- <u>Approximately $22 million in reimbursements were shifted beyond FY 2026 to achieve a balance between costs and revenues in the Arterial Street Life Cycle Program.</u>

  The total estimated future regional revenue reimbursements for ALCP projects are in balance with projected revenues. To achieve this balance, approximately $22 million in programmed reimbursements were deferred to FY 2027, an unfunded year of the program. While these reimbursements fall beyond the ALCP, the affected projects remain funded in the MAG Regional Transportation Plan, which extends through FY 2028.

TRANSIT LIFE CYCLE PROGRAM

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

- The Central Phoenix/East Valley (CP/EV) Light Rail Starter Segment was opened in December 2008 and ridership is exceeding initial projections.

  The CP/EV light rail service extends from Spectrum Mall at 19th Avenue and Bethany Home Road in Phoenix to west Mesa near the intersection of Main Street and Sycamore Street. Construction and system testing were completed in 2008. Service began for the entire system on December 27, 2008. Half-cent sales tax money from Proposition 400 was not utilized to pay for major route construction of the line, but was allocated toward certain elements of the support infrastructure (regional park-and-rides, bridges, vehicles, and for the cost to relocate utilities). Through the first six months of operation (January – June 2009), the (CP/EV) Light Rail Starter Segment is averaging over 33,000 boardings per day, 30 percent higher than projected.

- Decreases in half-cent sales tax collections and forecasted future revenues will delay the implementation of bus and light rail projects.

  The decrease in half-cent sales tax collections and forecasted future revenues has had a significant impact on the ability to complete all of the projects included in the Transit Life Cycle Program. Decreases in construction costs will partially offset this in the short term, but operating costs for service continue to rise. Operations continue to take a larger part of the tax revenues leaving less for capital projects that are necessary to support services.

  Significant delays have been made to local and express bus service improvements due to the reduction in revenues. Many routes are delayed beyond the expiration of the tax in FY 2026. The delays were necessary to ensure that enough tax revenues were available to match federal funds to purchase fleet to maintain continuing service on routes that are in operation. Also, very few new capital facilities, such as park-and-ride lots, are funded through FY 2026.

In addition, some delays to construction for LRT extensions have been programmed, although the delays were not as extensive as those needed in the bus program. However, the Northeast Phoenix LRT corridor has been shifted beyond the TLCP horizon year of FY 2026 for implementation.

- A balanced Transit Life Cycle Program was achieved in FY 2009 only by delaying the implementation of numerous projects due to the decrease in estimated future revenues.

  For the remainder of the Transit Life Cycle Program, which covers the period FY 2010 through FY 2026, projected revenues are in balance with future projects costs but with very little left at the end of the program. However, the drastic delays that were needed to balance the program were a major concern to the RPTA Board of Directors. The Board asked that staff, in cooperation with RPTA's members, continue working through December 2009 to re-evaluate priorities and projects, and develop an improved program to meet more communities' needs within the reduced resources available.

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

  Another consideration is that a large part of the funding for the LRT system is awarded by the US Department of Transportation through the discretionary "New Starts Program". The timing and amounts of light rail transit new start monies coming to the MAG region will be subject to a highly competitive process at the Federal level. Discretionary funding for the bus capital program is also highly competitive. The prospects for awards from Federal programs will require careful monitoring. The pending reauthorization of Federal Transportation funding legislation will also impact when and how Federal Transit Administration funding flows to the region.

PERFORMANCE MONITORING PROGRAM

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

- During FY 2009, the Performance Measurement Framework study was completed.

  During FY 2009, the Performance Measurement Framework consultant study for the regional roadway network was completed, and will provide the basis for an annual MAG Transportation System Monitoring and Performance Report.

Agenda Item #5C

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

DATE:
October 20, 2009

SUBJECT:
Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

SUMMARY:
The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the program.

The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in the attached Table. To move forward with project implementation for FY 2010, the Arizona Department of Transportation (ADOT) has requested a number of financial, project description, and schedule changes. The project change requests related to ADOT projects include new sign and pavement preservation projects, and financial adjustments to American Recovery and Reinvestment Act (ARRA) funded projects.

In addition, there are two CMAQ funded projects – a Scottsdale bicycle/pedestrian project in 2011, and a Mesa ITS project in 2012 – requesting changes to the location of their projects. Each of the projects were heard and voted on for approval at their technical advisory committees.

There are three projects noted in the table titled 'Project Change Requests Heard for the First Time at Management Committee' that were not on the Transportation Review Committee's agenda. These project change requests include three new requests from ADOT regarding right of way purchases. There is need of an additional $70 million for the SR303L segment between I-10 to US60 (Grand Ave) to purchase needed right of way for construction. There is currently $90 million in right of way funding programmed in this fiscal year on the South Mountain corridor. ADOT estimates that only $20 million is needed for right of way acquisitions that are currently underway on the South Mountain corridor. The request to transfer $70 million of right of way funds to the SR303L corridor from the South Mountain corridor. This request will not affect the current life cycle program cash flow.

This item is on the Transportation Policy Committee's agenda on October 21, 2009. An update will be provided to the Regional Council on action taken.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner.

CONS: None.

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

POLICY: This amendment and administrative modification request is in accord with MAG guidelines.

ACTION NEEDED:
Approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: This item is on the October 21, 2009, Transportation Policy Committee's agenda. An update will be provided at Regional Council.

MAG Management Committee: On October 14, 2009, the MAG Management Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING
Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
Shane Dille for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
David Boggs/Bryan Jungwirth, Valley Metro/RPTA

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

MAG Transportation Review Committee: On October 1, 2009, the MAG Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update

MEMBERS ATTENDING
Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Jose Heredia for Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
* Litchfield Park: Woody Scoutten for Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Brent Stoddard for Scott Butler

Maricopa County: John Hauskins
Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
Queen Creek: Wendy Kaserman
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Maki
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
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

MAG Intelligent Transportation Systems Committee: On September 2, 2009, the MAG Intelligent Transportation Systems Committee recommended approval of the location modification for Mesa project: MES12-815.

MEMBERS ATTENDING
Lydia Warnick for Scott Nodes, ADOT
Soyoung Ahn, ASU
Gus Woodman, City of Avondale
*Thomas Chlebanowski, Town of Buckeye
Mike Mah, City of Chandler
Jenna Mitchell, DPS
Jerry Horacek, City of El Mirage
Jennifer Brown, FHWA
Kurt Sharp, Town of Gilbert
Debbie Albert, City of Glendale
Luke Albert, City of Goodyear
Nicolaas Swart, Maricopa County
Derrick Bailey, City of Mesa
Ron Amaya, City of Peoria
Marshall Riegel, City of Phoenix
Bob Ciotti, Phoenix Public Transit
Michael Pacelli, Town of Queen Creek
* Bruce Dressel, City of Scottsdale
John Abraham, City of Surprise
* Jim Decker, City of Tempe
* Arkady Bernshteyn, Valley Metro Rail

* Not present # Via teleconference

MAG Bicycle Task Force and Pedestrian Working Group : On September 15, 2009, the MAG Bicycle Task Force and Pedestrian Working Group recommended approval of the location modification to Scottsdale project: SCT11-701.

MEMBERS ATTENDING
* Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
Brian Fellows for Michael Sanders, ADOT
* Michael Eagan, ASLA, Arizona Chapter
Margaret Boone-Pixley, Avondale
Robert Wisener, Buckeye
^ D.J. Stapley, Carefree
* Rich Rumer Coalition for Arizona Bicyclists
Doug Strong, El Mirage
Steve Hancock, Glendale
Joe Schmitz, Goodyear
Michael Cartsonis, Litchfield Park
* Denise Lacey, Maricopa County
Jim Hash, Mesa
Brandon Forrey, Peoria
Katherine Coles, Phoenix
* Shane Silsbv. Phoenix
Lisa Padilla, Queen Creek
Peggy Rubach, RPTA
Susan Conklu for Reed Kempton, Scottsdale
Eric Iwersen, Tempe
Bob Maki for Janice See, Surprise

*Members neither present nor represented by proxy. ^Attended via audio-conference

CONTACT PERSON:
Eileen O. Yazzie, Transportation Programming Manager, (602) 254-6300.

Request for Project Change

Amendments and Administrative Modifications to the FY08-12 TIP

MAG Regional Council

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-673	ADOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	2009	2	ARRA		$ 2,324,600			$2,324,600	Admin Mod: Change project costs from $3.9 million to $2,324,600.
DOT10-807	ADOT	8: Big Horn to Freeman Rd	Pavement Preservation	2010	6.5	IM	$ 102,600		$ 1,697,400		$ 1,800,000	Amend: Create a new pavement preservation project in FY 2010.
DOT10-808	ADOT	8: Gila Bend - MP 121	Pavement preservation	2010	5.7	IM	$ 432,231		$ 7,150,769		$ 7,583,000	Amend: Create a new pavement preservation project in FY 2010.
DOT10-809	ADOT	17: MP 229 - MP 279.5	Sign replacement	2010	50.5	IM	$ 85,500		$ 1,414,500		$ 1,500,000	Amend: Create a new sign replacement project in FY 2010.
DOT10-810	ADOT	10: Hassayampa River Bridges #1645 & 1646	Bridge deck rehabilitation	2010	0.1	IM	$ 399,000		$ 6,601,000		$ 7,000,000	Amend: Create a new bridge deck rehabilitation project in FY 2010.
DOT10-811	ADOT	10: County Line - Harquahala Valley Rd	Pavement preservation	2010	9.2	IM	$ 128,250		$ 2,121,750		$ 2,250,000	Amend: Create a new pavement preservation project in FY 2010.
DOT10-812	ADOT	10: MP 133.60 - MP 133.90	Erosion and drainage repair	2010	0.3	IM	$ 14,820		$ 245,180		$ 260,000	Amend: Create a new erosion and drainage repair project in FY 2010.
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	2009	2.2	ARRA, STP-MAG & Local	$ 656,096	$ 5,667,374	$ 10,854,352		$ 17,177,822	Admin Mod: Change dollar amounts in the all funding categories due to lower costs.
MES12-815	Mesa	ITS Signal Conversions - Phase 5 (Brown Rd and Lindsay Rd.)	Establish fiber optic links to traffic signals	2012	6	CMAQ	$ 1,934,406		$ 659,994		$ 2,594,400	Admin Mod: Change location of ITS fiber optic work from University Dr, to Brown Rd and Lindsay Rd.
SCT11-701	Scottsdale	McDowell Rd: Bridge over Indian Bend Wash	Enhance sidewalks and add bicycle lanes	2011	0.2	CMAQ	$ 3,106,743		$ 600,000		$ 3,706,743	Admin Mod: Modify location from Scottsdale to Granite Reef Rd to the bridge over Indian Bend Wash

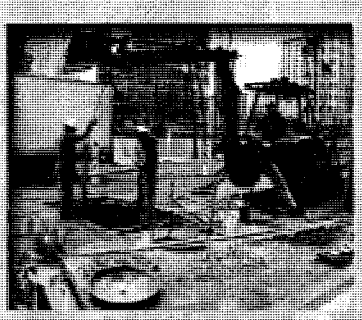
PROJECT CHANGE REQUESTS HEARD FOR THE FIRST TIME AT MANAGEMENT COMMITTEE

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT09-820	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Acquire right of way	2010	10	RARF				$ 20,000,000	$ 20,000,000	Amend: Delete project from TIP. Transfer $20,000,000 to the SR303L, I-10 to US 60 (Grand Ave) R/W project.

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT10-6C36	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (East)/Santan TI	Acquire right of way	2010	12	RARF				$ 50,000,000	$ 50,000,000	Amend: Delete project from TIP. Transfer $50,000,000 to the SR303L, I-10 to US 60 (Grand Ave) R/W project.
DOT10-6C38RW	ADOT	303: I-10 to US 60 (Grand Ave)	Acquire right of way	2010	14.5	RARF				$ 80,000,000	$ 80,000,000	Admin Mod: Increase budget by $70,000,000 from deleted projects: DOT09-820 and DOT10-6C36.

Agenda Item #5D



ON THE MOVE

PARTNERS IN PROGRESS

REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

ARTERIAL LIFE CYCLE PROGRAM

Status Report

April 2009 – September 2009

CONTENTS

ALCP Revenue and Finance 1

The Economy and Program Revenues 1

ALCP Policies and Procedures 2

Fiscal Year 2009 ALCP 3

Fiscal Year 2010 ALCP 3

TIP Schedule 4

ALCP Project Status 4

Program Announcements and Updates 5

Fiscal Year 2010 ALCP Schedule 6

ALCP Project Status Tables for FY 2009 and FY 2010 7

ALCP REVENUE AND FINANCE

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½ cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The extension became effective on January 1, 2006. The ALCP receives dedicated sales tax revenues from Proposition 400 for transportation improvements to the arterial road network in Maricopa County. The dedicated sales tax revenues are deposited into the Regional Area Road Fund (RARF) arterial account on a monthly basis.

Table 1. FY09 RARF Collections (July 2008 - June 2009)

	Freeways	Arterial Streets	Transit	Prop. 400 (total)
July	$ 16,774,257	$ 3,133,980	$ 9,939,195	$ 29,847,433
August	$ 15,855,734	$ 2,962,370	$ 9,394,946	$ 28,213,050
September	$ 16,005,162	$ 2,990,288	$ 9,483,485	$ 28,478,935
October	$ 16,297,052	$ 3,044,823	$ 9,656,438	$ 28,998,313
November	$ 15,113,533	$ 2,823,703	$ 8,955,171	$ 26,892,407
December	$ 14,933,603	$ 2,790,086	$ 8,848,559	$ 26,572,248
January	$ 17,647,176	$ 3,297,070	$ 10,456,456	$ 31,400,702
February	$ 13,813,813	$ 2,580,873	$ 8,185,053	$ 24,579,739
March	$ 14,163,239	$ 2,646,157	$ 8,392,096	$ 25,201,491
April	$ 14,991,290	$ 2,800,864	$ 8,882,740	$ 26,674,894
May	$ 13,847,754	$ 2,586,093	$ 8,201,609	$ 24,635,455
June	$ 14,555,781	$ 2,719,496	$ 8,624,689	$ 25,899,966
Total	$ 183,998,394	$ 34,375,803	$ 109,020,437	$ 327,394,634

Note: Does not include Proposition 300 loan repayments

Since the inception of the tax, more than $1.25 billion has been allocated to improvements listed in the MAG Regional Transportation Plan (RTP). To date, more than $131 million in funding has been dedicated to arterial street capacity and intersection improvements in the MAG Region.

Table 1 details the revenues collected by mode throughout FY 2009. (Proposition 300 loan interest repayments have been omitted.)

Table 2 compares actual RARF revenues to estimated revenues for FY 2009. (Funds allocated to Proposition 300 loan repayments are included in the actual figures.)

Table 2. RARF Collections
Estimate v. Actual FY2009 (July 2008 - June 2009)

	Estimated Total RARF	Actual Total RARF	Percent Difference
July	$ 31,989,000	$ 29,909,009	-6.5%
August	$ 29,649,000	$ 28,259,677	-1.0%
September	$ 30,390,000	$ 28,616,599	-5.1%
October	$ 31,159,000	$ 28,998,313	-2.6%
November	$ 30,676,000	$ 26,976,042	-4.5%
December	$ 30,563,000	$ 26,598,101	-5.1%
January	$ 37,669,000	$ 31,464,009	-10.8%
February	$ 29,932,000	$ 24,616,298	-11.4%
March	$ 30,654,000	$ 25,211,584	-8.2%
April	$ 33,960,000	$ 26,729,878	-21.3%
May	$ 31,612,000	$ 24,765,458	-21.7%
June	$ 32,247,000	$ 26,197,038	-18.8%
Total	$ 380,500,000	$ 328,342,005	-13.7%

Note: Includes Proposition 300 Loan Repayments

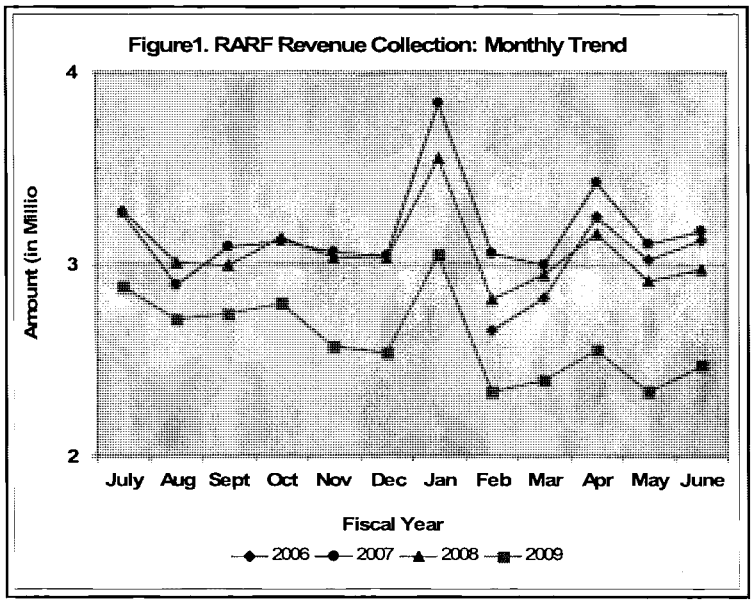
THE ECONOMY AND PROGRAM REVENUES

During FY 2009, the sales tax raised about $328 million compared to $380 million for FY 2008, a decline of nearly 14 percent. Revenues from the half-cent sales tax also declined between FY 2007 and FY 2008, by approximately three percent. The poor performance of the transportation sales tax is consistent with other sales tax collections at the state level and among many of the MAG member agencies. (Figure 1 charts RARF revenue collection by fiscal year.)

The significant downturn in the economy was initiated by the substantial financial crisis in the housing industry that has resulted in significant financial distress among both homeowners and the financial industry, and has spread to other sectors of the economy. New housing construction has fallen to levels similar to those experienced in the early 1990's in metropolitan Phoenix.

MARICOPA ASSOCIATION of GOVERNMENTS
Transportation Division

ON THE MOVE
PARTNERS IN PROGRESS



Falling values combined with adjustable rate mortgages being reset to higher rates, has resulted in substantial loss of homeowner equity, and in many cases, houses with more debt than current values. The loss of home equity, the freezing of many home equity loans, and foreclosures has had a significant impact on sales tax collections. Housing foreclosures continue to dominate the housing market. Although housing prices have apparently stabilized, the number of pending housing foreclosures is still high and will continue to depress housing prices in the Phoenix metropolitan market.

In addition to the turmoil in the housing market, rising unemployment levels have had a negative impact on sales tax collections. As family incomes have been reduced due to job losses, and workers with jobs have become concerned about potential layoffs, consumers have made significant changes in personal spending. The amount of discretionary spending has declined, and the savings rate has increased. This lower level of spending has reduced sales that are subject to sales taxes and resulted in the decline in revenues identified above. The reduction of retail sales and the overall economic downturn has also increased the risk for commercial property foreclosures. A significant retrenchment of commercial property values is expected as a result.

ALCP POLICIES AND PROCEDURES

The *ALCP Policies and Procedures* (*Policies*) guide the implementation of the Arterial Life Cycle Program. Starting in the Fall of 2008, MAG Staff began the process of revising the *Policies* in cooperation with ALCP Working Group and Lead Agency Staff. The ALCP Working Group met on November 17, 2008 and January 9, 2009 to discuss the revisions and continued the discussion and refinement process via e-mail and informal discussions.

Based on MAG Staff and the ALCP Working Group input, a series of refinements to existing policies were added to the Policies that included:

- Capital Improvement Program Disclosure (Sections 220.B and 400.E)
- Requirements for Proposed Scope Changes/Substitute Projects (Section 220.E – 220.F)
- Regional Area Road Fund (RARF) Closeout Process (Section 260)
- High Priority Projects (Section 310.D and 320.D)
- Ineligible Project Expenditures (Section 320.E)
- Project Agreement Amendment and Termination Language (Section 410.B)

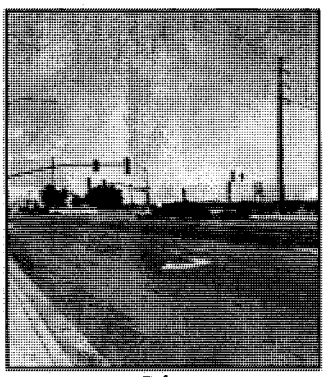
On April 22, 2009, the MAG Regional Council approved an update to the *Policies* previously approved on December 19, 2007. The revised *Policies* is available for download from the MAG – ALCP website at http://www.mag.maricopa.gov/project.cms?item=5034. Printed copies are also available.

FY 2009 ARTERIAL LIFE CYCLE PROGRAM

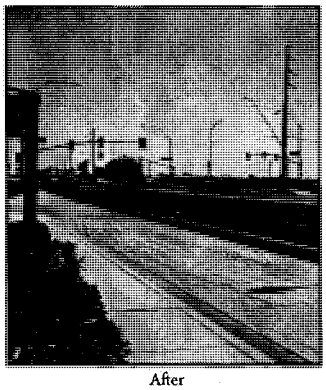
The conclusion of FY 2009 ended the third full fiscal year of the implementation of the ALCP. Throughout FY 2009, seven jurisdictions received over $72 million in reimbursements for ITS, arterial capacity and intersection improvements, and to date, over $122 million has been reimbursed. By the end of FY 2009, twelve ALCP projects were completed and open to traffic. Completed projects included arterial capacity and intersection improvement projects, such as:

- El Mirage Road: Deer Valley Drive to Loop 303
- Lake Pleasant Parkway: Union Hills Drive to Dynamite Road
- Pima Road: Loop 101 to Thompson Peak Parkway
- Power Road: Baseline Road to East Maricopa Floodway
- Queen Creek Road: Arizona Avenue to McQueen Road
- Shea Boulevard and Via Linda

POWER ROAD: BASELINE RD TO EMF IMPROVEMENTS



Before



After

Although progress was made on some ALCP Projects, many were delayed due to the economic downturn and decreased sales tax revenue. To reduce the amount of reimbursements deferred from FY 2009, $22.9 million in STP funds were programmed for the Beardsley Connector in FY 2009, and the reimbursement for Northern Parkway was deferred to a later fiscal year per Section 200 of *Policies*.. The RARF Closeout Process also reduced the amount of funds deferred by advancing $10.869 million in reimbursements for two projects from later years to FY2009. ALCP Projects selected to receive RARF Closeout Funds included:

- Lake Pleasant Parkway: Union Hills to Dynamite ($4.793 m)
- Queen Creek Rd: Arizona Ave. to McQueen Rd. ($6.076 m)

FY 2010 ARTERIAL LIFE CYCLE PROGRAM

Fiscal Year (FY) 2010 is the fourth full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). During FY 2009, ADOT forecasted a significant decrease in projected revenues from the Proposition 400 half-cent sales tax extension over the life of the program. The decrease in forecasted revenues required the adjustment of programmed reimbursements in the ALCP to maintain the fiscal balance of the program. Section 270 of the *Policies*, which addresses a deficit in program funding, was implemented to maintain the fiscal balance of the program.

According to Section 270, "ALCP projects will be delayed in priority order of the ALCP" if there is a deficit of program funds. After extensive coordination with MAG Member Agencies, a revised, fiscally balanced Arterial Life Cycle Program was presented to MAG policy and technical

committees for review and approval. The MAG Regional Council approved the revised ALCP on June 24, 2009.

To maintain the fiscal balance of the program, over $22 million in programmed reimbursements were deferred to FY 2027, an unfunded year of the program. In accordance with Section 270 of the *Policies*, the $22 million in unfunded programmed reimbursements will be funded in priority order of the ALCP if forecasted revenues increase. The FY 2010 ALCP also reflects projects changes and adjustments requested by MAG Member Agencies. Significant project changes reflected in the FY 2010 ALCP are summarized below.

- The Scottsdale Airpark Tunnel Project was deleted from the ALCP after Scottsdale's City Council voted not to pursue the tunnel in the City's approved Transportation Master Plan. Substitute projects in the vicinity of the airpark were added to the program to address capacity needs in the area.
- At the request of the City of Phoenix, the Sonoran Parkway Project was rescoped and resegmented to correspond with current design efforts. The changes reduced the number of lanes of the parkway and extended the segment limits from 15th Avenue to Cave Creek Road.

For additional information about the programming of the FY 2010 ALCP, please contact MAG Staff at 602.254.6300. Copies of the FY10 ALCP may be download from the MAG-ALCP website at http://www.mag.maricopa.gov/project.cms?item=5034. Printed copies are also available.

TRANSPORTION IMPROVEMENT PROGRAM SCHEDULE

The freeway and transit life cycle programs are encountering a financial deficit due to the economic recession and declining sales tax revenues. Under state law, each program must be fiscally balanced. Toward that end, MAG and RPTA are conducting extensive policy discussions and carefully considering options to address the deficit.

Due to these unique circumstances, MAG Staff has revised the schedule for the development of the next five-year Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) Update. MAG will forego the development of a FY 2010-2014 TIP and RTP 2009 Update. Instead, MAG Staff will begin development of the FY 2011–2015 TIP and the RTP 2010 Update in place of the FY2010-2014 TIP.

The development of the FY2011-2015 TIP and the RTP 2010 Update will follow the established transportation programming cycle. Between November 2009 and February 2010, MAG Staff will coordinate with member agencies to update project information reported on in the TIP and RTP, including ALCP Projects. Final adoption of the FY2011-2015 TIP and RTP 2010 Update is anticipated in July 2010. As the development of the new TIP and RTP Update proceeds, amendments to the current FY 2008-2012 TIP will be needed to ensure that FY 2010 projects can move forward.

Lead Agencies should refer to approved amendments and administrative modifications to the FY 2008-2012 TIP, when completing ALCP Project Requirements. A complete listing of the amendments and administrative modifications are available on the MAG-TIP website at http://www.mag.maricopa.gov/project.cms?item=413.

ALCP PROJECT STATUS

Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also

provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. During FY 2009, project overview reports were prepared by the lead agencies for five projects in the ALCP.

Per the *Policies*, a revised Project Overview may be required when significant changes are made to the project scope, schedule, and/or estimated costs. In the first three months of FY 2010, three revised Project Overviews were submitted, which captured these types of changes. Since the inception of the program, 45 project overviews have been submitted to MAG. A total of eight project agreements were executed in FY 2009. In all, 34 project agreements have been executed to date.

Table 5 provides an end of year summary for projects programmed for work and/or reimbursement in FY 2009. Information provided in the table includes the amount expended through FY 2009 as well as a comparison of the programmed and actual reimbursements made during the fiscal year. To keep data consistent, the figures listed in Table 5 are in 2008$.

Table 6 provides detailed information on the status of projects programmed for work and/or reimbursement in FY 2010. Information listed in the table includes the amount expended to date and estimated expenditures for FY 2010. Projects programmed for work and/or reimbursement in FY 2009 and FY 2010 are reflected in Table 6 to minimize duplication.

PROGRAM ANNOUNCEMENTS AND UPDATES

- Specific deadlines pertaining to RARF Closeout and the ALCP annual update process were removed from the *ALCP Policies and Procedures*. Instead, deadlines are published annually in the Arterial Life Cycle Program Schedule. The schedule is available for download from the MAG-ALCP website.
- Due to dour economic conditions, the inflation rate decreased from March 2008 to March 2009 by 0.538%. Per the procedures in the approved Policies, programmed reimbursements were deflated in the FY 2010 ALCP. This conversion to 2009$ marked the first time in the program's history that project budgets were deflated. For more information on the ALCP inflation rates, please visit http://www.mag.maricopa.gov/detail.cms?item=8839
- Two new versions of the ALCP Project Overview forms are available on the MAG website for download. The first version applies to projects programmed to receive reimbursements from the Regional Area Road Fund (RARF). The second version should be used for projects programmed to be reimbursed with federal funds (ie. STP or CMAQ funds). For assistance selected or completing the appropriate form, please contact MAG Staff.
- At the start of each fiscal year, Lead Agencies must submit an official signature card to MAG. The signature card lists the duly authorized representatives (designated signers) who are responsible for signing MAG funding request documents on behalf of the jurisdiction. Per the ALCP Policies and Procedures, authorized representatives must sign all Project Reimbursement Request forms certifying that the request is true and correct per the terms of the Project Overview and Project Agreement.

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

FY 2010 ARTERIAL LIFE CYCLE PROGRAM SCHEDULE

SEPTEMBER 2009	
	Management Committee (MC), Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP
OCTOBER 2009	
30th	TRC project changes to amend/administratively modify the current TIP/RTP/ALCP*
NOVEMBER 2009	
18th	MC to review/recommend project changes to amend/administratively modify the current TIP/RTP/ALCP*
30th	FY 2011 ALCP Update System available to Lead Agencies
DECEMBER 2009	
	TPC and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
14th	TRC project changes to amend/administratively modify the current TIP/RTP/ALCP*
JANUARY 2010	
11th	**DUE DATE:** Lead Agencies to submit FY 2011 ALCP Project Update Data
12th	1st opportunity for Lead Agencies to present to the MAG Street Committee on proposed scope changes and substitute projects for inclusion in the FY 2011 ALCP
	MC, TPC, and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
31st	MAG Staff will provide Member Agencies with the first draft of the FY 2011 ALCP
FEBRUARY 2010	
	TRC project changes to amend/administratively modify the current TIP/RTP/ALCP*
15th	**DUE DATE:** Lead Agencies comments/revisions on the Draft FY 2011 ALCP due to MAG Staff
MARCH 2010	
9th	**DUE DATE:** Lead Agencies to present to the MAG Street Committee on proposed scope changes and substitute projects for inclusion in the FY 2011 ALCP
	MC, TPC, and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
22nd	**DUE DATE:** Final date to make schedule changes to projects programmed in the Draft FY 2011 ALCP
29th	MAG Staff will provide Member Agencies with a revised draft of the FY 2011 ALCP*
APRIL 2010	
1st	**DUE DATE:** Lead Agencies to notify MAG Staff of project eligibility for FY 2010 RARF Closeout
15th	MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects
19th	**DUE DATE:** All project requirements to be submitted to MAG Staff for projects recommended for FY 2010 RARF Closeout Funds
	TRC review/recommend ALCP Projects for FY10 RARF Closeout Funds
MAY 2010	
	MC, TPC, and RC review/recommend/approve ALCP Projects for FY10 RARF Closeout Funds
	TRC review/recommend/approve Draft FY 2011 ALCP
31st	**DUE DATE:** Lead Agencies recommended to receive FY 2010 RARF Closeout Funds submit final versions of all ALCP Project Requirements
JUNE 2010	
1st	**DUE DATE:** Lead Agencies submit final Project Reimbursement Requests for FY 2010. ***MAG Staff will not accept any NEW PRRs for FY 2010 after this date. (No exceptions will be made.)***
14th	**DUE DATE:** Lead Agencies to submit final Project Reimbursement Requests for FY 2010 to be accepted as complete by MAG Staff. ***INCOMPLETE PRRs will not be accepted after this date. Reimbursements remaining in FY 2010 will be deferred to a later fiscal year (No exceptions will be made.)***
	MC, TPC, and RC review/recommend/approve ALCP Projects for FY 2011 Arterial Life Cycle Program

* As necessary

** Incomplete, as determined by MAG Staff

MARICOPA ASSOCIATION of GOVERNMENTS
Transportation Division

ON THE MOVE
PARTNERS IN PROGRESS

TABLE 5
April 2009 - June 2009, Project Status of Projects Underway*
(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY10 - June 24, 2009 ALCP)**

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements (Reimb.)			Total Expenditures (Exp.)		Other Project Information
			Programmed Reimb. FY09 (2008$)	Reimb. In FY09 (2008$)	Estimated Future Reimb. FY 2010 - 2026 (2008$)	Exp. through FY 2009 (YOE$)	Estimated Future Exp. FY 2010 - 2026 (2008$)	
CHANDLER								
Gilbert Rd: Chandler Heights Rd to Hunt Hwy		D	0.000	0.000	3.514	2.019	30.275	ROW deferred from FY 2010 to FY 2012; CONST deferred from FY 2011 to FY 2013
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd		D	0.000	0.000	7.940	2.092	19.799	ROW deferred from FY 2010 to FY 2011, CONST deferred from FY 2011 to FY 2012
Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	PO, PA	D, R, C	0.000	0.000	6.773	6.946	5.411	CONST deferred to FY 2010
Queen Creek Rd: Arizona Ave to McQueen	PO, PA	D, R, C	0.000	5.672	0.000	8.103	0.000	FY09 RARF Closeout Project
Queen Creek Rd: McQueen Rd to Lindsay		D	0.000	0.000	10.208	0.000	0.000	ROW deferred from FY 2010 to FY 2014; CONST deferred from FY 2011 to FY 2014
Ray Rd at Alma School Rd	PO, PA	D, R	2.080	2.080	1.492	3.519	6.741	CONST deferred from FY 2010 to FY 2011
Ray Rd at McClintock Dr	PO	D	0.000	0.000	3.714	0.000	15.439	Project deferred from Phase I/II to Phase II/III. Reprogrammed with CMAQ funds during the FY 2010 Annual Update
MARICOPA COUNTY								
El Mirage Rd: Bell Rd to South of Beardsley	---	---	---	---	---	---	---	Project segment combined with El Mirage Rd: S of Beardsley to Deer Valley Rd
Power Rd: Baseline Rd to East Maricopa Floodway	PO, PA	D, R, C	7.760	0.000	0.000	22.040	0.000	
MESA								
Country Club at University	PO, PA	D, R	0.000	0.000	2.756	0.095	8.700	Project deferred to Phase II
McKellips Rd at Lindsay Rd	PO, PA	D, R	1.956	0.000	6.234	0.060	10.294	Project deferred to Phase II
Southern Ave at Lindsay Rd	PO	D	0.315	0.000	4.730	0.000	8.173	ROW/CONST deferred to Phase II
Thomas Rd: Gilbert Rd to Val Vista Dr		D, R	1.746	0.000	5.511	0.000	7.952	Project deferred to Phase IV. Reprogrammed with STP funds in the FY 2010 Annual Update
PEORIA								
Beardsley Rd Connection: Loop 101 to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	PO, PA	D, R, C	---	---	---	---	---	Project segmented and reprogrammed with STP funds.
PHOENIX								
Happy Valley Rd: 43rd Ave to 55th Ave		D	0.000	0.000	4.138	0.000	9.375	Project deferred to Phase III
Sonoran Blvd: Central Ave to 32nd St	PO	D	---	---	---	---	---	Project segmented and segment limits extended.

*To avoid duplicate entries, projects programmed for work and/or reimbursements in FY 2009 and FY 2010 are listed in Table 6 only. Table 5 contains projects programmed for work and/or reimbursement in FY 2009 that are not programmed for work in FY 2010.
**Although the FY2010 ALCP approved June 25, 2009 is in 2009$, figures listed in the table above were inflated to 2008$ for consistency.

TABLE 5
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(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY10 - June 24, 2009 ALCP)**

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			Programmed Reimb. FY09 (2008$)	Reimb. In FY09 (2008$)	Estimated Future Reimb. FY 2010 - 2026 (2008$)	Exp. through FY 2009 (YOE$)	Estimated Future Exp. FY 2010 - 2026 (2008$)	
SCOTTSDALE								
Pima Rd at Happy Valley Rd		C/O	0.000	0.000	0.000	1.608	0.000	
Pima Rd: SR101L to Thompson Peak Parkway	PO, PA	C/O	13.659	13.659	0.000	19.926	0.000	
Shea Auxiliary Lane from 90th St to Loop 101		D	0.000	0.000	6.287	0.000	8.981	Project deferred to Phase III. A portion of project savings for Shea Blvd was allocated to the project during the FY10 Annual Update

*To avoid duplicate entries, projects programmed for work and/or reimbursements in FY 2009 and FY 2010 are listed in Table 6 only. Table 5 contains projects programmed for work and/or reimbursement in FY 2009 that are not programmed for work in FY 2010.

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Arterial Life Cycle Program Status Report

TABLE 6
July 2009 - September 2009, Project Status of Projects Underway
(2009 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - June 24, 2009 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status Status P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)			FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Reimb. To Date	Programmed Reimb. FY10	Estimated Future Reimb. FY 2011 - 2026 (2009$)	Expended to Date (2009$, YOE$)	Estimated Expenditures for FY 2010 (2009$)	Estimated Future Exp. FY 2011 - 2026 (2009$)			
CHANDLER											
Chandler Blvd at Alma School Rd	PO, PA	D, R	0.251	1.047	2.398	1.854	0.000	9.692	2016	2015	Construction deferred from FY 2010 to FY 2015
Chandler Blvd at Dobson Rd	PO, PA	D, R, C	1.060	3.039	0.000	1.525	6.945	0.000	2010	2010	
FOUNTAIN HILLS											
Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	PO, PA	D	0.248	0.040	0.000	0.355	0.057	0.000	2010	2010	Project programmed in ALCP for Design only
Shea Blvd: Technology Dr to Cereus Wash	PO, PA	D, R, C	0.064	5.608	0.000	0.091	8.012	0.000	2010	2010	
GILBERT											
Guadalupe Road at Cooper Road		D, R, C	0.000	3.694	0.000	0.000	4.725	2.105	2010/2011	2011	
Power Rd at Pecos: Intersection Improvement	PO	D, R, C	0.000	5.298	4.640	14.453	0.000	0.000	2010/2011	2009	Approval of IGA pending
Power Rd: Santan Fwy to Pecos Rd		D, R, C	0.000	3.626	6.695	2.492	13.969	9.150	2010/2011	2011	
Warner Road at Cooper Road	PO, PA	D, R, C	1.305	2.396	0.000	1.864	3.715	0.000	2009/2010	2010	
MARICOPA COUNTY											
El Mirage Rd: Deer Valley Drive to L303	PO	C/O	0.000	0.000	9.670	13.814	0.000	0.000	2017/2018	2009	
El Mirage Rd: Thunderbird Rd to Bell Rd	PO, PA	P	1.105	0.342	19.532	3.388	2.298	41.361	2010, 2012-2016	2016	DCR developed in conjuction with El Mirage Rd: Thunderbird to Northern project
Northern Parkway: Corridorwide ROW Protection		R	0.000	1.800	3.321	2.572	2.062	2.681	2012	---	Project applies to acquistion of ROW only
Northern Parkway: Sarival to Dysart		P, D, R	0.000	19.593	34.871	0.000	43.226	34.581	2010-2012	2011	
MESA											
Broadway Rd: Dobson Rd to Country Club Dr	PO, PA	P	0.080	0.118	7.068	0.284	0.000	18.748	2008,2010-2013	2013	
Dobson Rd at Guadalupe Rd	PO, PA	P, D, R, C	0.196	2.542	0.000	0.280	5.423	0.000	2008-2010	2010	
Dobson Rd at University Dr		D, R	0.000	0.000	2.741	0.639	2.013	4.227	2020	2011	
Gilbert Rd at University Dr	PO, PA	C/O	0.000	0.000	2.741	11.765	0.000	0.000	2022	2009	
Greenfield Rd: Baseline Rd to Southern Ave	PO, PA	D, R	0.471	4.661	4.661	1.562	6.614	0.000	2008-2010	2010	
Hawes Rd: Santan Fwy to Ray Rd		D, R, C	0.000	0.000	2.316	2.904	1.538	0.000	2022	2010	
Lindsay Rd/Brown Rd		D	0.000	0.000	2.741	0.000	0.461	3.524	2015-2017	2012	
Mesa Dr at Broadway Rd	PO	D	0.099	0.000	0.748	0.142	0.000	24.876	2010, 2012-2014	2014	
Mesa Dr: US-60 (Superstition Fwy) to Southern	PO, PA	P, D, R	0.060	3.414	4.853	0.086	6.502	13.299	2008-2010, 2012	2012	Construction deferred from to FY 2012

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			Reimb. To Date	Programmed Reimb. FY10	Estimated Future Reimb. FY 2011 - 2026 (2009$)	Expended to Date (2009$, YOE$)	Estimated Expenditures for FY 2010 (2009$)	Estimated Future Exp. FY 2011 - 2026 (2009$)			
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202		P, D, R	0.000	0.000	10.038	2.396	1.198	12.470	2012-2014	2013	
Ray Rd: Sossaman Rd to Ellsworth Rd		D, R, C	0.000	0.000	3.739	1.194	8.147	0.000	2023	2010	
Southern Ave at Country Club Dr	PO	D	0.000	0.075	4.785	0.000	0.107	8.142	2010/2011, 2014	2013	
Southern Ave at Stapley Dr	PO, PA	P, D	0.168	0.049	12.363	0.243	0.071	21.263	2008-2014	2013	
PEORIA											
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	PO, PA	P, D, R, C	5.992	0.000	0.000	14.816	0.000	0.000	2009	2009	Reimbursement pending
Loop 101 at Beardsley Rd/Union Hills Dr	PO, PA	D, R, C	16.893	0.000	0.000	26.110	0.000	0.000	2009	2009	Reimbursement pending
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	PO	D, R, C	0.000	0.000	17.588	28.970	18.147	0.000	2022, 2024-2027	2010	$2.67m in reimbursements deferred to Phase V
Lake Pleasant Pkwy: Dynamite Blvd to L303	PO	D	0.000	0.000	26.265	1.431	5.363	33.311	2013-2015	2014	
PHOENIX											
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	PO	D	0.000	2.515	19.532	0.000	3.824	29.255	2010-2013	2013	
Sonoran Blvd: 15th Ave to 10th St		P, D	0.000	0.000	8.751	6.725	0.480	12.841	2011-2013	2013	
Sonoran Blvd: 10th St to 26th St		P,D	0.000	0.000	12.712	7.793	1.839	20.644	2011/2012, 2014/2015	2014	
Sonoran Blvd: 26th St to Cave Creek		P,D	0.000	0.000	10.476	8.012	0.613	16.717	2011/2012, 2015	2015	
SCOTTSDALE											
Pima Rd: McKellips Rd to Via Linda		P, D, R	0.000	15.508	14.523	3.200	22.155	20.748	2010/2011	2011	
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	PO, PA	D, R, C	0.449	14.100	8.925	2.690	18.156	12.751	2010/2011	2011	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd		P, R	0.000	0.000	11.347	0.267	4.267	11.723	2012	2012	
Shea Blvd at 90th/92nd/96th: Intersection Improvements	PO, PA	C/O	1.827	0.484	1.792	5.862	0.000	0.000	2010/2022	2006	Project Savings to be reallocated in FY2011 Annual Update
Shea Blvd at Frank Lloyd Wright Blvd		D, R, C	0.000	0.000	0.650	0.412	0.516	0.000	2023	2010	

Agenda Item #5E

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

DATE:
October 20, 2009

SUBJECT:
Conformity Consultation

SUMMARY:
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 amendment and administrative modification involves several projects, including six new Arizona Department of Transportation projects. 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. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by October 23, 2009.

PUBLIC INPUT:
An opportunity for public comment was provided at the October 14, 2009 Management Committee meeting and no public comments were received.

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

CONS: The review of the conformity assessment 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 assessment 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 assessment 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: The item was on the agenda of the October 14, 2009 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
Shane Dille for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

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

CONTACT PERSON:
Dean Giles, Air Quality Planning Program Specialist III, (602) 254-6300.

MARICOPA ASSOCIATION of GOVERNMENTS

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

October 14, 2009

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, 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 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

On October 6, 2009, the Maricopa Association of Governments distributed a memorandum for consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment and administrative modification involves several projects, including six new Arizona Department of Transportation projects. Since that time, MAG has received a request from the Arizona Department of Transportation for additional project changes for the amendment and administrative modification including: DOT09-820, DOT10-6C36, and DOT10-6C38RW. The three projects are included in the revised table. Comments on the conformity assessment are requested by October 23, 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 July 16, 2009 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, 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 (40 CFR 93.105) 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 (R18-2-1405). 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 at 40 CFR 93.126. 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 July 16, 2009 remains unchanged by this action.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program													
TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT08-673	ADOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	2009	2	ARRA		$2,324,600			$2,324,600	Admin Mod: Change project costs from $3.9 million to $2,324,600.	A minor project revision is needed to decrease funding. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-807	ADOT	8: Big Horn to Freeman Rd	Pavement Preservation	2010	6.5	IM	$ 102,600		$ 1,697,400		$ 1,800,000	Amend: Create a new pavement preservation project in FY 2010.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-808	ADOT	8: Gila Bend - MP 121	Pavement preservation	2010	5.7	IM	$ 432,231		$ 7,150,769		$ 7,583,000	Amend: Create a new pavement preservation project in FY 2010.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-809	ADOT	17: MP 229 - MP 279.5	Sign replacement	2010	50.5	IM	$ 85,500		$ 1,414,500		$ 1,500,000	Amend: Create a new sign replacement project in FY 2010.	The new project is considered exempt under the category "Directional and informational signs." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-810	ADOT	10: Hassayampa River Bridges #1645 & 1646	Bridge deck rehabilitation	2010	0.1	IM	$ 399,000		$ 6,601,000		$ 7,000,000	Amend: Create a new bridge deck rehabilitation project in FY 2010.	The new project is considered exempt under the category "Widening narrow pavements or reconstructing bridges." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-811	ADOT	10: County Line - Harquahala Valley Rd	Pavement preservation	2010	9.2	IM	$ 128,250		$ 2,121,750		$ 2,250,000	Amend: Create a new pavement preservation project in FY 2010.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT10-812	ADOT	10: MP 133.60 - MP 133.90	Erosion and drainage repair	2010	0.3	IM	$ 14,820		$ 245,180		$ 260,000	Amend: Create a new erosion and drainage repair project in FY 2010.	The new project is considered exempt under the category "Projects that correct, improve, or eliminate a hazardous location or feature." The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT12-840	ADOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	2009	2.2	ARRA, STP-MAG & Local	$ 656,096	$5,667,374	$10,854,352		$17,177,822	Admin Mod: Change dollar amounts in the all funding categories due to lower costs.	A minor project revision is needed to change funding amounts. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
DOT09-820	ADOT	202 (South Mountain Fwy): I-10 (west) to 51st Ave	Acquire right of way	2010	10	RARF				$20,000,000	$20,000,000	Amend: Delete project from TIP. Transfer $20,000,000 to the SR303L, I-10 to US 60 (Grand Ave) R/W project.	The deletion of the project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program													
TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT10-6C36	ADOT	202 (South Mountain Fwy): 51st Ave to I-10 (East)/Santan TI	Acquire right of way	2010	12	RARF				$50,000,000	$50,000,000	Amend: Delete project from TIP. Transfer $50,000,000 to the SR303L, I-10 to US 60 (Grand Ave) R/W project.	The deletion of the project would not change the assumptions used in the regional emissions analysis. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT10-6C38RW	ADOT	303: I-10 to US 60 (Grand Ave)	Acquire right of way	2010	14.5	RARF				$80,000,000	$80,000,000	Admin Mod: Increase budget by $70,000,000 from deleted projects: DOT09-820 and DOT10-6C36.	A minor project revision is needed to increase funding amounts. The conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
MES12-815	Mesa	ITS Signal Conversions - Phase 5 (Brown Rd and Lindsay Rd.)	Establish fiber optic links to traffic signals	2012	6	CMAQ	$ 1,934,406		$ 659,994		$ 2,594,400	Admin Mod: Change location of ITS fiber optic work from University Dr, to Brown Rd and Lindsay Rd.	As a traffic signal synchronization project under 93.128, the project may be approved, funded, and implemented and is subject to subsequent regional emissions analysis . the conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.
SCT11-701	Scottsdale	McDowell Rd: Bridge over Indian Bend Wash	Enhance sidewalks and add bicycle lanes	2011	0.2	CMAQ	$ 3,106,743		$ 600,000		$ 3,706,743	Admin Mod: Modify location from Scottsdale to Granite Reef Rd to the bridge over Indian Bend Wash	The project is considered exempt under the category "Bicycle and pedestrian facilities." the conformity status of the TIP and Regional Transportation Plan 2007 Update would remain unchanged.

Agenda Item #5F

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

DATE:
October 20, 2009

SUBJECT:
Additional Funding for a Sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding

SUMMARY:
On January 28, 2009, the MAG Regional Council approved a Prioritized List of Proposed PM-10 Certified Street Sweeper Projects in FY 2009 CMAQ funding and retained the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region. On September 18, 2009, the Arizona Department of Transportation notified MAG that ADOT would not continue with their street sweeper project for FY 2008 CMAQ funding. With the deletion of the ADOT sweeper project and associated savings of $166,491, the remaining $52,281 for Buckeye sweeper #1 from the approved Prioritized List may now be funded. Recently, the Town of Buckeye informed MAG that the agency did not want to continue with sweeper #2 project on the Prioritized List. Therefore, this completes the funding of sweepers on the Prioritized List. On October 14, 2009, the Management Committee recommended approval of additional funding for a sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding. Please refer to the attachment.

On July 22, 2009, the MAG Regional Council approved additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding that included the following sweepers: Phoenix (the remaining $62,696 for project #2); Paradise Valley; Tempe; Salt River Pima-Maricopa Indian Community; Chandler; Youngtown; and Buckeye ($157,590 for project #1).

In August 2008, MAG solicited PM-10 Certified Street Sweeper Projects in the Maricopa County PM-10 Nonattainment Area from member agencies. Projects were due by September 19, 2008. The FY 2008-2012 MAG Transportation Improvement Program contains an amount of $1,200,000 in FY 2009 CMAQ to fund the first seven sweepers on the Prioritized List. There is a minimum local cash match of 5.7 percent.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The purchase of PM-10 Certified Street Sweepers is supported by Measure #24 in the MAG Five Percent Plan for PM-10. This measure encourages the purchase and utilization of PM-10 certified street sweepers for reducing particulate emissions from paved roads in the Maricopa County PM-10 Nonattainment Area.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The MAG Five Percent Plan for PM-10 contains the committed measure "Sweep Streets with PM-10 Certified Street Sweepers".

POLICY: Using CMAQ funding for the member agency purchase of PM-10 Certified Street Sweepers will assist in the reduction of PM-10 emissions in the Maricopa County PM-10 Nonattainment Area.

ACTION NEEDED:
Approval of additional funding for a sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

PRIOR COMMITTEE ACTIONS:
Management Committee: On October 14, 2009, the MAG Management Committee recommended approval of additional funding for a sweeper on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
Shane Dille for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

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

Regional Council: On July 22, 2009, the MAG Regional Council approved additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park, Vice Chair
Councilwoman Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
Councilman 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 Ron Henry, Gila Bend
Lt. Governor Joseph Manuel for Governor William Rhodes, Gila River Indian Community
Vice Mayor Linda Abbott for Mayor John Lewis, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Mayor Yolanda Solarez, Guadalupe
* Supervisor Max W. Wilson, Maricopa County
Vice Mayor Kyle Jones for Mayor Scott Smith, Mesa
Vice Mayor Jini Simpson for Mayor Vernon Parker, Paradise Valley
Mayor Bob Barrett, Peoria
Councilman Gail Barney for 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.

Management Committee: On July 8, 2009, the MAG Management Committee recommended approval of additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Rogene Hill for Charlie McClendon, Avondale
Stephen Cleveland, Buckeye
Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Horatio Skeete for Ed Beasley, Glendale
Romina Korkes for John Fischbach, Goodyear
RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Scott Butler for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
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
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Mark Hannah for Lloyce Robinson, Youngtown
Kwi Sung Kang for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
Carol Ketcherside for David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: On June 25, 2009, the MAG Transportation Review Committee recommended approval of $86,632 of funding for the two projects on the contingency list. In addition, the TRC also recommended that any remaining CMAQ Closeout funds be allocated towards funding the remaining street sweepers on the prioritized list for FFY 2009.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
*El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
Gila Bend: Rick Buss
*Gila River: Doug Torres
*Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
*Guadalupe: Gino Turrubiartes
*Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
*Mesa: Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
*Queen Creek: Mark Young
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart for Mary O'Connor
Surprise: Randy Overmyer
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash, City of Mesa
*Street Committee: Darryl Crossman, City of Litchfield Park
*ITS Committee: Mike Mah, City of Chandler
Pedestrian Working Group: Brandon Forrey, City of Peoria
* Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix

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

Regional Council: On January 28, 2009, the MAG Regional Council approved a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this 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
* 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 County
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.

Management Committee: On January 14, 2009, the MAG Management Committee recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

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 Ghetti 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 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.

Air Quality Technical Advisory Committee: On December 11, 2008, the MAG Air Quality Technical Advisory Committee recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ funding and to retain the prioritized list for any additional FY 2009 CMAQ funds that may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

MEMBERS PRESENT
John Kross, Town of Queen Creek, Chairman
Sue McDermott, Avondale
* Elizabeth Biggins-Ramer, Buckeye
# Jim Weiss, Chandler
# Jamie McCullough, El Mirage
Tami Ryall, Gilbert
Doug Kukino, Glendale
James Nichols, Goodyear
Scott Bouchie, Mesa
Gaye Knight, Phoenix
Larry Person, Scottsdale
Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
Mark Hannah, Youngtown
* Walter Bouchard, Citizen Representative
* Corey Woods, American Lung Association of Arizona
# Barbara Sprungl, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
Gina Grey, Western States Petroleum Association
Peggy Rubach for Randi Alcott, Valley Metro
Dave Berry, Arizona Motor Transport Association
* Jeannette Fish, Maricopa County Farm Bureau
Russell Bowers, Arizona Rock Products Association
Amanda McGennis, Associated General Contractors
Spencer Kamps, Homebuilders Association of Central Arizona
Mannie Carpenter, Valley Forward
* Kai Umeda, University of Arizona Cooperative Extension
Beverly Chenausky, Arizona Department of Transportation
* Diane Arnst, Arizona Department of Environmental Quality
Wienke Tax, Environmental Protection Agency
Jo Crumbaker, Maricopa County Air Quality Department
* Duane Yantorno, Arizona Department of Weights and Measures
Ed Stillings, Federal Highway Administration
* Judi Nelson, Arizona State University
Christopher Horan, Salt River Pima-Maricopa Indian Community
* David Rueckert, Citizen Representative

*Members neither present nor represented by proxy.
#Participated via telephone conference call. +Participated via video conference call.

Street Committee: On November 12, 2008, the MAG Street Committee completed a final review of all PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Tempe, Town

of Youngtown, Town of Buckeye, City of Scottsdale, City of Chandler, City of Glendale, City of Phoenix, Salt River Pima-Maricopa Indian Community, and the Town of Paradise Valley (see Attachment Two). This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
Charles Andrews, Avondale
David Johnson proxy for Scott Lowe, Buckeye
Bob Bortfield for Dan Cook, Chandler
Lance Calvert, El Mirage
* Vacant, Gila Bend
Tony Rodriguez, Gila River Indian Community
Stephanie Prybyl for Jeff Herb, Gilbert
* Wade Ansell, Glendale
Brian Barnes for Ron Sievwright, Goodyear
* Jim Ricker, Guadalupe
Chris Plumb, Maricopa County
* Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Chris Kmetty, Peoria
Leticia Vargas for Briiana Leon, Phoenix
Dick Schaner, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
David Meinhart, Scottsdale
Robert Maki, Surprise
Shelly Seyler, Tempe
* Jason Earp, Tolleson
Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

Street Committee: On October 22, 2008, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for the City of Chandler, City of Glendale, City of Phoenix, Salt River Pima-Maricopa Indian Community, and the Town of Paradise Valley. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
Charles Andrews, Avondale
Jose Heredia proxy for Scott Lowe, Buckeye
Bob Bortfield for Dan Cook, Chandler
Lance Calvert, El Mirage
* Vacant, Gila Bend
* Tony Rodriguez, Gila River Indian Community
Stephanie Prybyl for Jeff Herb, Gilbert
Wade Ansell, Glendale
Luke Albert for Ron Sievwright, Goodyear
* Jim Ricker, Guadalupe
Chris Plumb, Maricopa County
Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Chris Kmetty, Peoria
Briiana Leon, Phoenix
* Dick Schaner, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
David Meinhart, Scottsdale
Robert Maki, Surprise
* Shelly Seyler, Tempe
* Jason Earp, Tolleson
Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

Street Committee: On October 16, 2008, the MAG Street Committee reviewed and discussed PM-10 Certified Street Sweeper Project Applications for the Town of Gilbert, City of Tempe, Town of

Youngtown, Town of Buckeye, and the City of Scottsdale. This item was on the agenda for information and discussion, there was no committee action.

MEMBERS ATTENDING

Darryl Crossman, Litchfield Park, Chairman
Lupe Harriger, ADOT
Charles Andrews, Avondale
David Johnson, Buckeye
Bob Bortfeld for Dan Cook, Chandler
Lance Calvert, El Mirage
* Vacant, Gila Bend
* Tony Rodriguez, Gila River Indian Community
Stephanie Prybyl for Jeff Herb, Gilbert
* Wade Ansell, Glendale
Ron Sievwright, Goodyear
* Jim Ricker, Guadalupe
Chris Plumb, Maricopa County
Ken Hall, Mesa
Andrew Cooper, Jr., Paradise Valley
Burton Charon for Chris Kmetty, Peoria
Briiana Leon, Phoenix
* Dick Schaner, Queen Creek
* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
David Meinhart, Scottsdale
Robert Maki, Surprise
Robert Yabes for Shelly Seyler, Tempe
Jason Earp, Tolleson
Mark Hannah, Youngtown

*Members neither present nor represented by proxy.

CONTACT PERSON:
Dean Giles, Air Quality Planning Program Specialist III, (602) 254-6300.

Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding Approved by MAG Regional Council on January 28, 2009

$52,281 in CMAQ Funding Available for Sweeper Project (shaded)

									Supplemental Information				
						The requested certified street sweeper will:			If project is to expand or increase sweeping frequency, have additional local resources been committed for staff or equipment to support the project?				
Agency	Federal Cost	Local Cost	Total Cost #	Daily Emission Reduction (Kilograms/day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	Replace	Expand	Increase Frequency	Yes	No	Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers your agency has already purchased.	Does the requested sweeper satisfy a commitment by your agency in the SIP?
Glendale (#1) *+	$190,910	$11,540	$202,450	334	$223	✔				✔	Within city limits.	9	Yes
Glendale (#2) *+	$190,910	$11,540	$202,450	334	$223	✔				✔	Within city limits.	9	Yes
Gilbert (#1)	$199,331	$12,049	$211,380	210	$371			✔	✔		Baseline Road (north), Val Vista Drive (east), Williams Field Road (south), and Lindsay Road (west)	12	No
Gilbert (#2)	$199,331	$12,049	$211,380	191	$407			✔	✔		Baseline Road (north), Gilbert Road (east), Ray Road (south), and Cooper Road (west)	12	No
Scottsdale *	$148,618	$8,983	$157,601	109	$530	✔			✔		North of Loop 101 to Carefree Highway, East of 56th Street to 144th Street	8	Yes
Phoenix (#1) *+	$171,798	$10,385	$182,183	105	$638	✔			✔		Camelback Road to Pecos, Central Avenue to 107th Avenue & 111th Avenue	36	Yes
Phoenix (#2)*+ ◆	$171,798	$10,385	$182,183	105	$638	✔			✔		Camelback Road to Pecos, Central Avenue to 107th Avenue & 111th Avenue	36	Yes
Subtotal	$1,272,696												
Amount Available	$1,210,000												
Balance	$-62,696												
Paradise Valley *	$174,319	$43,580	$217,899	75	$907	✔				✔	32nd St. to Scottsdale Rd.; Chaparral Rd. to Shea Blvd.	2	Yes
Tempe *	$182,750	$25,294	$208,044	51	$1,388	✔				✔	48th Street East to Evergreen Dr.; US 60 North to Continental Dr.	7	Yes
Scottsdale * ●	$148,618	$8,983	$157,601	32	$1,802	✔			✔		Via De Ventura to Thunderbird Rd, 60th Street to Pima Road	8	Yes
Salt River Pima-Maricopa Indian Community +	$137,533	$8,314	$145,847	30	$1,813	✔			✔		Within the boundaries of SRPMIC.	0	No
Chandler *+	$209,097	$12,639	$221,736	7	$11,917	✔			✔		Between Arizona Avenue and Gilbert Road and between Germann Rd and Warner Rd	10	Yes

											Supplemental Information		
						The requested certified street sweeper will:			If project is to expand or increase sweeping frequency, have additional local resources been committed for staff or equipment to support the project?				
Agency	Federal Cost	Local Cost	Total Cost #	Daily Emission Reduction (Kilograms/day)	Cost-Effectiveness (CMAQ dollar cost per annual metric ton reduced)	Replace	Expand	Increase Frequency	Yes	No	Please indicate in what geographical area(s) the requested certified street sweeper will operate	Number of certified street sweepers your agency has already purchased.	Does the requested sweeper satisfy a commit-ment by your agency in the SIP?
Youngtown	$164,659	$10,000	$174,659	5	$14,021			✔	✔		From Grand Avenue to Olive Avenue and from 111th Avenue to 116th Avenue (1.12 square miles)	1	No
Buckeye (#1)	$209,871	$12,685	$222,557	5	$18,023		✔	✔	✔		Yuma Rd., Dean Rd .to Watson Rd.- Verrado Way I-10 to Indian School Rd	3	Yes
Buckeye (#2) ▲	$209,871	$12,685	$222,557	4	$19,598		✔		✔		Apache Rd @ Yuma Rd, Beloat @ 255th Ave, Sundance Parkway @ Van Buren St, Hilton Ave @ Dean Rd (East of Dean)	3	Yes
Part II Subtotal	**$1,140,925**												
Grand Total	**$2,350,925**												

\# Total cost for the CMAQ eligible portion of the project, excludes ineligible equipment.

* Replaces older, less efficient, certified sweepers.

\+ Proposed sweeper projects for Chandler, Glendale #1, Glendale #2, Phoenix #1, Phoenix #2, and Salt River Pima-Maricopa Indian Community indicate sweeping adjacent to a PM-10 monitor.

◆ For Phoenix #2 sweeper project, initial funding of $109,102 is available in FY 2009 CMAQ. The remaining $62,696 of the $171,798 requested for the project may become available due to year-end closeout, including any redistributed obligation authority, or additional funding received by this region.

● On June 10, 2009, the City of Scottsdale indicated that it would not continue with the second sweeper project on the list since there had been a reduction in the number of equipment operators for street sweeping.
On July 22, 2009, the MAG Regional Council approved additional funding for sweepers on the Approved Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2009 CMAQ Funding that included the following sweepers: Phoenix (the remaining $62,696 for project #2); Paradise Valley; Tempe; Salt River Pima-Maricopa Indian Community; Chandler; Youngtown; and Buckeye ($157,590 for project #1)

▲ On October 1, 2009, the Town of Buckeye indicated that it would not continue with the second sweeper project (Buckeye #2) on the list due to the economic downturn.

Agenda Item #5G

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

DATE:
October 20, 2009

SUBJECT:
MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program

SUMMARY:
Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The funding request for FY 2011 is required to be submitted to the ADOA by December 15, 2009.

Justifications are attached for the agencies requesting additional positions and new logging recorders. The upgrades do not require justification because the Maricopa Region 9-1-1 Office has scheduled them per change out timelines.

The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The Emergency Telecommunications Services Revolving Fund is funded by the monthly 9-1-1 excise tax on wireline and wireless telephones. The 9-1-1 excise tax has been reduced from 37 cents per month to 28 cents per month as of July 1, 2006. The excise tax was further reduced to 20 cents per month effective July 1, 2007. Efforts are being made to stabilize the 9-1-1 funds through legislation to ensure appropriate funding in the future.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: The five-year equipment program assists the MAG 9-1-1 Oversight Team to forecast future equipment needs of the region and will enable MAG to provide estimates regarding future funding needs to ADOA.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: None.

POLICY: The process for approval of the PSAP funding request and five-year equipment program, which includes recommendations from the MAG 9-1-1 Oversight Team and Management Committee and approval by the Regional Council, demonstrates greater participation by management.

ACTION NEEDED:
Approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration.

PRIOR COMMITTEE ACTIONS:
Management Committee: On October 14, 2009, the Management Committee recommended approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
Shane Dille for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

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

MAG 9-1-1 Oversight Team: On September 24, 2009, the MAG 9-1-1 Oversight Team recommended approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration.

MEMBERS ATTENDING

Chief Steve Kreis, Phoenix Fire Department Chair
Chief Lawrence Rodriguez, Tolleson Police Department, Vice Chair
Chief Mark Burdick, Glendale Fire Department
Jesse Locksa for Ray Churay, Maricopa County Sheriff's Office
Chief Harry Beck, Mesa Fire Department
Chief Mike Fusco, Emergency Management, Peoria
Commander Robert Demlong, Phoenix Police Department
Tom Melton for Helen Gandara-Zavala, Scottsdale Police Department
* Brenda Buren, Tempe Police Department

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

MAG 9-1-1 PSAP Managers Group: On July 16, 2009, the MAG 9-1-1 PSAP Managers Group recommended approval of the MAG FY 2011 PSAP Annual Element/Funding Request and FY 2011-2015 Equipment Program for submittal to the Arizona Department of Administration.

MEMBERS ATTENDING

Vicky Scott, Peoria, Chairperson
Lisa Eminhizer for Kathy Jeter, Apache Junction
Mark Gorla, Avondale
Velma Washington, Buckeye
Vicki Szczepkowski, Chandler
* Stephanie Beebe, Ft. McDowell Yavapai Nation
Janet Laird, Gilbert
Loretta Hadlock, Glendale
Carolyn Scott for Chris Nadeau, Goodyear
Darin Douglass, Mesa
Jesse Locksa, Maricopa County
Jim Tortora, Paradise Valley
Jason Stokes, Phoenix
Darren Shortey for Curtis Thomas, Salt River Pima-Maricopa Indian Community
Cheryl Allen for Patrick Cutts, Scottsdale
Carol Campbell, Surprise
Karen Allen, Tempe
Toni Rogers, Tolleson
Ed Syzponik, Wickenburg
*+ Michelle Potts, ASU
+ Barbara Jaeger, ADOA
*+ Nicole Ankenman, Capitol Police
+ Debbie Henry, DPS
*+David Demers Luke AFB
+ Louise Smith, Phoenix
+ Mike Kalember for Ellen Anderson, Rural Metro/Southwest Ambulance

* Those members neither present nor represented by proxy.
+ Ex-Officio member
# Participated by teleconference or videoconference call

CONTACT PERSON:

Liz Graeber, Phoenix Fire Department, 602-534-9775, or Nathan Pryor, MAG, 602-254-6300.

MAG FY 2011 PSAP ANNUAL ELEMENT/FUNDING REQUEST

SYSTEM IDENTIFICATION: Maricopa County 9-1-1 (33320)
AGENCY SUBMITTING: Phoenix Fire Department
ADDRESS: 150 S. 12th St., Phoenix, AZ 85034

CONTACT: Liz Graeber
TELEPHONE #: (602) 534-9775
DATE: 9-Jul-09

Fiscal Year	2010						2011					
TOTAL	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Wireline												
Maintenance:												
$1,340,100	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675	$111,675
911 Monthly Service:												
$4,704,480	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040	$392,040
Customer Premise Equipment												
$2,369,000	$50,000	$250,000	$30,000	$30,000	$1,139,000	$35,000	$375,000	$250,000	$210,000			
Special Projects/Misc maintenance												
$551,016	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918	$45,918
Wireless												
Maintenance:												
$0												
911 Monthly Service:												
$3,244,800	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400	$270,400
Addressing/Mapping/GIS												
$20,000	$20,000											
Customer Premise Equipment												
$0												
Special Projects												
$0												
FY TOTALS												
$12,229,396	**$890,033**	**$1,070,033**	**$850,033**	**$850,033**	**$1,959,033**	**$855,033**	**$1,195,033**	**$1,070,033**	**$1,030,033**	**$820,033**	**$820,033**	**$820,033**

Equipment:

	Upgrade peripherals	*50,000*
Apache Junction	Viper upgrade	*$250,000*
Avondale	Logging recorder	*$30,000*
Glendale	Logging recorder	*$30,000*
MCSO	Upgrade, 8 Positions	*$1,139,000*
Mesa	Logging recorder	*$35,000*
Rural Metro	Viper upgrade	*$375,000*
Salt River	Viper upgrade	*$250,000*
Tolleson	Viper upgrade and logging recorder	*$210,000*

Equipment figures are only estimates - will have preliminary quote from Qwest before submitting to ADOA

$2,369,000 **Total**

Budget table FY2011 ver1 7/6/2009

MAG FY2011-2015 PSAP Equipment Program

	FY2011	FY2012	FY2013	FY2014	FY2015
Apache Junction PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
ASU PD	No response received				
Avondale PD	Logging recorder	3 positions	Nothing noted	Nothing noted	Nothing noted
Buckeye PD	Nothing noted	PSAP Move	2 positions	Nothing noted	Nothing noted
Capitol PD	No response received				
Chandler PD	PSAP Move	PSAP Move	Nothing noted	Nothing noted	Logging recorder
DPS	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Ft. McDowell	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Gilbert PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Glendale PD	Logging recorder	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Goodyear PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Logging recorder, 2 positions, PSAP move
Luke AFB	No response received				
MCSO	8 Positions/logging recorder, PSAP move	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Mesa PD	Logging recorder	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Paradise Valley PD	Nothing noted	Logging recorder	Nothing noted	Nothing noted	Nothing noted
Peoria PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Phoenix Fire	Nothing noted	18 positions / logging recorder	Nothing noted	Nothing noted	Nothing noted
Phoenix PD	Nothing noted	Nothing noted	Logging recorder	Nothing noted	Nothing noted
Rural Metro PD	PSAP Move	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Salt River PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	1 position
Scottsdale PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Logging recorder
Surprise PD	Nothing noted	Nothing noted	1 position	Nothing noted	Nothing noted
Tempe PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Tolleson PD	Logging recorder, PSAP Move	Nothing noted	Nothing noted	Nothing noted	Nothing noted
Wickenburg PD	Nothing noted	Nothing noted	Nothing noted	Nothing noted	Nothing noted

Agenda Item #5H

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

DATE:
October 20, 2009

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

SUMMARY:
On December 8, 1999, the MAG Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the U.S. Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. A total of $172 million has been awarded to the region since 1999. Last year, the region received more than $24.5 million for 53 homeless programs. It is anticipated that the region will be awarded comparably in 2009.

The 2009 federal application was released on September 25, 2009 and the Continuum of Care consolidated application is due to HUD on November 9, 2009. The Ranking and Review Panel provided a draft list of all new and renewal applicants requesting funds during this application process to the MAG Management Committee for information. Project applications are due to the Ranking and Review Panel on October 26, 2009. The final list of recommended projects will be provided to the MAG Regional Council for information on October 28, 2009. At the direction of HUD this year, the Ranking and Review Panel will only review new applications. MAG staff will evaluate the renewal applications and provide technical assistance to any agencies who are not performing up to HUD's standards. Approval of the final consolidated application by the MAG Continuum of Care Regional Committee on Homelessness will be done on November 3, 2009. Refer to the attachment.

The Continuum of Care will have an opportunity to apply for $1,394,970 in new funding, referred to as the Permanent Housing Bonus. The new funds can be used for projects that serve homeless disabled adults and families or for chronically homeless individuals. The funding can be for one project or be split between multiple projects meeting the Permanent Housing Bonus criteria. Refer to the MAG Website at http://www.mag.maricopa.gov/event.cms?item=10744 for the Notice of Funding Availability and additional information on the Permanent Housing Bonus project.

PUBLIC INPUT:
The development of action steps, and the measurement of goal achievement are based on public input from consumers, providers of services, and local and state governmental representatives. Community stakeholders, including homeless service providers, public officials, non profit representatives, and interested members of the public, are involved in the gaps analysis process which is done each year to determine the unmet need of emergency shelter beds, transitional housing beds, and permanent supportive housing beds. The gaps analysis meeting was held on October 5, 2009, and the results will be submitted in the consolidated application to HUD. On July 27, 2009, the MAG Continuum of Care Regional Committee on Homelessness approved the weighting criteria for the renewal applications. An opportunity for public comment was offered but no public comments were made. The 2009 application process will be reviewed at the MAG Continuum of Care Regional Committee on Homelessness meeting on October

19, 2009. An opportunity for public input will be offered. An opportunity for public input was available at the October 14, 2009 MAG Management Committee Meeting. No public comments were made.

PROS & CONS:

PROS: A coordinated application and planning process is required by the U.S. Department of Housing and Urban Development to maximize competitiveness for the federal Stuart B. McKinney Act funds. The MAG Continuum of Care Regional Committee on Homelessness facilitates the year-round planning process in the region. Because of the regional planning entity, there has been consensus about the homeless planning priorities and action steps in the Valley and cooperation with information needed for the federal grant. This approach emphasizes the need for collaboration among public and private agencies to ensure that individuals and families who are homeless are assisted in moving from homelessness to permanent housing and greater self-sufficiency. Since 1994, all applicants for funding from these programs have been required to demonstrate that their programs play an integral role in their community's Continuum of Care.

CONS: The application and year round planning process takes a significant amount of staff time to coordinate. If this region did not submit this grant through the existing MAG Continuum of Care process, however, potentially the funding for the region could be lost in perpetuity. Up to 20 percent of Continua of Care nationally are defunded each year as the process becomes more competitive. This makes it even more imperative to invest the staff time to ensure this application remains as competitive as possible in order to retain funding.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The federal application process requires a tremendous amount of staff time to develop the community consensus and to gather the information requested by HUD. This task is complicated by the lack of a consistent data based on needs, services provided and funds expended. The community has identified the need to develop more complete homeless data for future applications. The Maricopa Homeless Management Information System (HMIS), implemented in February of 2003, was used to collect data for the 2008 homeless shelter count and will continue to be utilized in other areas to assist in the collection of system wide data of homeless programs.

POLICY: The MAG Continuum of Care Regional Committee on Homelessness was created at the request of HUD and with the approval of the MAG Regional Council. This policy level council is composed of a variety of representatives, including elected officials, representatives of the Governor's Office, several state legislators, several funding agencies, service providers, HUD, the religious community, advocates and consumers. This is a broad-based community committee that has agreed to take the responsibility for homeless planning and to ensure that a regional grant application is submitted each year. The Committee has been an effective method to discuss and move forward with regional solutions addressing homelessness.

ACTION NEEDED:

Information.

PRIOR COMMITTEE ACTIONS:

This item was on the October 14, 2009 MAG Management Committee agenda for information.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend

* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
Shane Dille for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

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

The Continuum of Care Regional Committee on Homelessness voted to approve the new project weighting criteria at the July 27, 2009 meeting.

MEMBERS ATTENDING:
Robert Duvall for Roberto Armijo, Community Information & Referral Services
* David Barnhouse, Governor's Office
Brad Bridwell, US Vets
* Kathryn Brown, AZ Dept of Corrections
Kendra Cea, APS
Shana Ellis, City of Tempe, Vice Mayor, Chair
Steve Frate, City of Glendale, Councilmember
Theresa James, City of Tempe
* Michael Johnson, City of Phoenix, Councilmember
Deanna Jonovich, City of Phoenix
Don Keuth, Phoenix Community Alliance, Vice Chair
Stephanie Knox, Magellan Health
Mattie Lord, Arizona Department of Economic Security/CPIP
* Mark Ludwig, Arizona Department of Housing
* Dan Lundberg, City of Surprise
Nick Margiotta, Phoenix Police Department
* Carrie Mascaro, Catholic Charities
Michael McQuaid, Human Services Campus
* Linda Mushkatel, Maricopa County
Darlene Newsom, UMOM New Day Centers
Parrish Spisz for Joanne Osborne, Councilmember of Goodyear
Gina Ramos-Montes, City of Avondale
* Brenda Robbins, Arizona Dept of Health Services
Amy Schwabenlender, Valley of the Sun United Way
Laura Skotnicki, Save the Family
* Jacki Taylor, Arizona Coalition to End Homelessness
* Margaret Trujillo, MG Trujillo Associates
* Mary Rose Wilcox, Maricopa County, Supervisor
Elizabeth Morales for Ted Williams, Arizona Behavioral Health Corporation
Margot Cordova for Diana Yazzie Devine, Native American Connections

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

CONTACT PERSON:
Brande Mead, Human Services Planner III, (602) 254-6300

Agenda Item #5I

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

DATE:
October 20, 2009

SUBJECT:
Social Services Block Grant Amendment

SUMMARY:
Under a planning contract with the Arizona Department of Economic Security (DES), MAG annually researches and solicits input on human services needs in the region. The MAG Human Services Coordinating Committee develops recommendations for services to meet these needs through the locally planned dollars under the Social Services Block Grant (SSBG). Services funded by SSBG include assistance to the most vulnerable people in the region, including very low-income children and families, elderly people, victims of domestic violence, homeless people and persons with disabilities.

The FY 2010 Social Services Block Grant allocation recommendations were approved by the MAG Regional Council in February 2009. In June 2009, MAG received a request from the Area Agency on Aging (AAA) to move $177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item. The request to move funding will assist AAA to maximize the funding that remains after State budget reductions. During the process to develop the original allocations, the MAG Human Services Technical and Coordinating Committees determined elderly supportive intervention/guidance counseling to be a low priority service and elderly home care to be a high priority service. Both the MAG Management Committee and MAG Human Services Technical Committee recommended approval of the transfer of funds. This item will be presented for action to the MAG Human Services Coordinating Committee on October 20, 2009.

PUBLIC INPUT:
An opportunity for public input was provided at the August 13, 2009, MAG Human Services Technical Committee meeting and the September 16, 2009, Management Committee meeting. No input was offered at these times.

PROS & CONS:
PROS: DES allows MAG to identify, at the most local level, priority needs to be funded and contracted by DES in local communities. The Social Services Block Grant is one of the most flexible funding sources, and as such, is a critical funding source to meet human services needs. This revision allows the agency to fully utilize the funds in an appropriate manner.

CONS: The need exceeds the funds available. The funding base at the federal level has not kept pace with this increased need, causing significant funding shortages at the local level. Recent fiscal constraints have made service delivery even more difficult at a time when the need for services is increasing.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The movement of funds from one service to another occurs within the same target group. As budget reductions are implemented, AAA is keeping as many programs operating as possible with available funding. This shift in funding will help the agency maximize the available funding in order to meet the needs of vulnerable older adults.

POLICY: The elderly home care category that will receive the funding is ranked higher than the elderly supportive intervention/guidance counseling line category from which the funding is being moved. The ranking was determined by the MAG Human Services Technical and Coordinating Committees. The movement of funds from a lower ranked service to a higher ranked service category is consistent with the priorities of the two Committees. This revision also supports the priority that these funds should be flexible in order to most appropriately meet the needs and best leverage the resources that exist within the region.

ACTION NEEDED:

Approval to amend the Social Services Block Grant (SSBG) Plan to transfer funding of $177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item and to send the revised SSBG allocation recommendations for FY 2010 to the Arizona Department of Economic Security.

PRIOR COMMITTEE ACTIONS:

On October 20, 2009, the MAG Human Services Coordinating Committee recommended approval to amend the Social Services Block Grant Plan to transfer funding of $177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item and to send the revised SSBG allocation recommendations for FY 2010 to the Arizona Department of Economic Security.

MEMBERS ATTENDING

Councilmember Trinity Donovan, Chandler, Chair
Vice Mayor Rob Antoniak, Goodyear
John Sentz for Councilmember Dave Crozier, Gilbert
Arleen Chin, Tempe Community Council
* Susan Hallett, Arizona Department of Economic Security
+Kathleen Hemmingsen, Scottsdale Human Services Commission
* Councilmember Dennis Kavanaugh, Mesa
+Mayor Marie Lopez Rogers, Avondale
* Vice Mayor Manuel Martinez, Glendale
* Carol McCormack, Mesa United Way
* Councilmember Michael Nowakowski, Phoenix, Vice Chair
* Supervisor Mary Rose Wilcox, Maricopa County

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

On September 16, 2009, the MAG Management Committee recommended approval to amend the Social Services Block Grant Plan to transfer funding of $177,775 from the elderly supportive intervention/guidance counseling line item to the elderly home care line item and to send the revised SSBG allocation recommendations for FY 2010 to the Arizona Department of Economic Security.

MEMBERS ATTENDING

Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Rogene Hill for Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Pat McDermott for Mark Pentz, Chandler
Pat Dennis for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
David White, Gila River Indian Community
George Pettit, Gilbert
Horatio Skeete for Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
RoseMary Arellano, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Brad Lundahl for John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown

John McGee for John Halikowski, ADOT
Mike Sabatini for David Smith, Maricopa Co.
David Boggs/Bryan Jungwirth, Valley Metro/RPTA

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

The MAG Human Services Technical Committee voted to recommend approval of the revision to the FY 2010 Social Services Block Grant allocation recommendations on August 13, 2009.

COMMITTEE MEMBERS

Carl Harris-Morgan, Town of Gilbert, Chairman
* Bob Baratko, City of Surprise
Keith Burke for Kathy Berzins, City of Tempe
\+ Kyle Bogdon, DES/ACYF
* Patti Evans, City of Goodyear
* Stefanie Garcia, City of Chandler Community Services, Inc.
Laura Guild, DES/CPIP
* Jeffery Jamison, City of Phoenix
Tim Cole for Deanna Jonovich, City of Phoenix
Jim Knaut, Area Agency on Aging
Eileen Hartnet for Margarita Leyvas, Maricopa County
\+ Joyce Lopez-Powell, Valley of the Sun United Way
Paul Ludwick, City of Scottsdale
Steven MacFarlane, City of Phoenix
Doris Marshall, City of Phoenix
\+ Jayson Matthews, Tempe Community Council
Joy McClain, City of Tolleson
Christina Avila for Sylvia Sheffield, City of Avondale, Vice Chair
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) 452-5049

Agenda Item #6

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

DATE:
October 20, 2009

SUBJECT:
Update on the American Recovery and Reinvestment Act of 2009: Reallocation of Unused Funds – Policy Options

SUMMARY:
The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The ARRA directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. In February 2009, the MAG Regional Council prioritized Highway projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit funds. On March 25, 2009, the MAG Regional Council established a deadline of **November 30, 2009**, for the ARRA funds designated to the MAG region for local projects to be obligated. It was noted in the action approved by the Regional Council that 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.

Subsequent to these actions, MAG staff and member agencies worked together to program all ARRA funds for the region. Per federal regulations, projects are required to undergo a set of federal clearances prior to obligation and advertisement. Bids for initial ARRA funded projects have come in 20 percent to 50 percent below original estimates, and it is anticipated that future bids will follow this trend. This will result in unobligated ARRA funding available for additional projects in Highway, Transit, and Local categories. In addition, there could possibly be Local funded projects that do not meet the November 30, 2009, obligation deadline set forth by the MAG Regional Council.

For the local projects funded with ARRA funds, there are five proposed policy options to program anticipated unobligated/available local ARRA funds, which are explained in the memorandum. The Transportation Review Committee discussion explored options for reallocation of funds that may be available due to unobligated projects or construction bids under estimate. These options are outlined in the TRC's recommended motion.

The Management Committee met on October 14, 2009 and recommended a modified action. With no Regional Council meeting scheduled in November, the Management Committee recommended that the November 30, 2009 date be considered as a milestone date to determine the likelihood of obligation by the March 2, 2010 date and that another "hard" deadline date be established in January. The policy categories that TRC and Management discussed and proposed for the reallocation of the ARRA funds will be further discussed and a recommendation for the priorities for the categories will be heard begin at TRC on October 29, 2009 and continue through the committee process in November and December 2009. This item is on the Transportation Policy Committee October 21, 2009 agenda, and an update will be provided at Regional Council.

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 the MAG Regional Council set a November 30, 2009, deadline to obligate ARRA funds for Local projects. Additionally, there is a federal deadline of all transportation ARRA funds to be obligated by March 2, 2010.

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 Transportation Improvement Program (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: 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:
Approval that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit, and 5) Modify the November 30, 2009 obligation deadline to a project development status review to determine the likelihood to obligate by March 2, 2010 with a final obligation/project development status review deadline in January to be determined.

PRIOR COMMITTEE ACTIONS:
Transportation Policy Committee: This item is on the Transportation Policy Committee October 21, 2009 agenda, and an update will be provided at Regional Council.

Management Committee: On October 14, 2009, the Management Committee recommended that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit, and 5) Modify the November 30, 2009 obligation deadline to a project development status review to determine the likelihood to obligate by March 2, 2010 with a final obligation/project development status review deadline in January to be determined.

MEMBERS ATTENDING
Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
Matt Busby for George Hoffman, Apache Junction
Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
* Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
George Pettit, Gilbert
Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear

Bill Hernandez, Guadalupe
Sonny Culbreth for Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Frank Fairbanks, Phoenix
Shane Dille for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
John Little, Scottsdale
Michael Celaya for Randy Oliver, Surprise
Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
Steve Hull for John Halikowski, ADOT
Kenny Harris for David Smith, Maricopa Co.
David Boggs/Bryan Jungwirth, Valley Metro/RPTA

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

Transportation Review Committee: This item was on the MAG Transportation Review Committee's October 1, 2009, agenda for information, discussion and possible action. The committee recommended that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit; and to explore an alternative obligation deadline to the November 30, 2009 date set by the MAG Regional Council.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: Shirley Gunther for David Fitzhugh
Buckeye: Jose Heredia for Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiartes
* Litchfield Park: Woody Scoutten for Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Brent Stoddard for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
Queen Creek: Wendy Kaserman
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Maki
Tempe: Jyme Sue McLaren for Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
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.

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

October 20, 2009

TO: Members of the MAG Regional Council

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA)-2009, RE-ALLOCATION OF UNUSED MPO/LOCAL ARRA FUNDS - POLICY OPTIONS

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway, MPO/local agencies, and transit agencies. In March 2009, the MAG Regional Council approved a policy direction on how to program the ARRA funds designated to the MAG region for local projects, including a deadline for obligating local projects funded with ARRA. This memorandum and agenda item will focus on the MPO/Local ARRA funds programmed in the MAG region and two policy issues: anticipated unprogrammed/available MPO/Local ARRA funds and a possible modification to the Regional Council approved deadline for local projects funded with ARRA to be obligated by November 30, 2009.

The ARRA legislation set forth 'Use it or Lose it' terms. The MPO/Local ARRA funding has an obligation deadline of March 2, 2010. In addition to these federal requirements, the MAG Regional Council, in March 2009, approved a deadline of November 30, 2009, for MPO/Local 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.

MAG has been programming and monitoring the project status of Highway, Transit, and Local projects programmed with ARRA funds on a monthly basis since February 2009. Bids and awards for initial ARRA funded Highway projects have been between 20 percent to 50 percent below original estimates (as programmed in February 2009), and it is anticipated that this trend will continue for all construction projects. These issues need to be discussed as they impact policy decisions and direction.

ANTICIPATED UNOBLIGATED MPO/LOCAL ARRA FUNDS

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates thirty (30) percent, or $156.67 million, of Arizona's funding to MPOs. The amount being sub-allocated to MAG is $104,578,340. In March 2009, the MAG Regional Council took action to allocate the MPO/Local ARRA funding to local agencies, providing a minimum of $500,000 with the remaining funds distributed based on population.

It is anticipated that two factors will arise regarding MPO/Local ARRA funding. First, like Highway and Transit projects, project bids and awards will come in below the estimates, and second, there will be projects that do not meet the November 30, 2009 (regional) nor the March 2, 2010 (federal) obligation deadlines. Both result in a balance of unprogrammed/available MPO/Local ARRA funds for the MAG region which may be lost if not re-programmed by the March 2, 2010, deadline.

There will be challenges to program any unused balances of ARRA funds due to the mandated federal project development process. Once a project is obligated, the approved clearances cannot be reopened or expanded to adjust to lower costs. There are five policy options related to using unprogrammed/available MPO/Local ARRA funds. The most critical criteria for choosing projects would be eligibility and project readiness.

Programming Options

1. Working with the Regional Council's allocation of MPO/Local ARRA funds to local agencies, unprogrammed/available MPO/Local ARRA funds remain allocated to the local jurisdiction to be reprogrammed to another project. It would be recommended that MAG, the Arizona Department of Transportation (ADOT), and the Federal Highway Administration (FHWA) are involved in evaluating local projects that would be suggested to use unprogrammed ARRA funds. Consideration needs to include:
   - A. If there are unprogrammed/available funds due to either project bids and awards below estimate or projects projected not to meet the region nor federal deadline, does the local agency have the ability to reprogram funds to another project in that same jurisdiction?
     - i. Project Eligibility
     - ii. Project Readiness
     - iii. The amount of unprogrammed/available funds - viable project, is there an amount that determines if the funds should stay at the local agency or go back to the region. Example: What if there is a project comes in under bid by $50,000? Does this stay within the local agency to reprogram, or go back to the region?
   - – It would be recommended that MAG, ADOT, and FHWA are involved in evaluating local projects that would be suggested to use unprogrammed ARRA funds.

2. Any unprogrammed/available MPO/Local ARRA funds go back to the region, and Local projects are programmed based on Project Eligibility and Project Readiness, with prioritization to:
   - A. Projects that are eligible per ARRA/Surface Transportation Program (STP) guidelines and have obligated but have not moved forward to construction.
   - B. Projects that are in the project development process now (Congestion Mitigation Air Quality [CMAQ] or STP), are eligible under the ARRA/STP guidelines, and will be able to obligate by March 2, 2010.
   - C. Other projects, including 'new' projects that are not currently in the Transportation Improvement Program (TIP), will be evaluated by MAG, ADOT, and FHWA staff for project readiness and likelihood for a 'new' project to obligate.

- Another consideration under this option is to clarify if 'new' projects are construction only, design only, or it this is not a factor.
- Would there be any additional policy requirements/suggestions?

3. Any unprogrammed/available MPO/Local ARRA funds go back to the region, and Highway projects are programmed based on Project Eligibility and Project Readiness. MAG would work closely with ADOT to determine availability of projects.
   - Would there be any additional policy requirements/suggestions?

4. Any unprogrammed/available MPO/Local ARRA funds go back to the region, and Transit projects are programmed based on Project Eligibility and Project Readiness. MAG would work closely with ADOT to determine availability of projects.
   - Would there be any additional policy requirements/suggestions?

5. Work with ADOT to see if there could be a funding 'swap' of MPO/Local ARRA funds for STP funds, which would allow the unobligated projects to continue through the process and obligate by the end of federal fiscal year 2010 (September 30, 2010). This would depend on if ADOT can use ARRA funds on freeway projects.

POSSIBLE MODIFICATION TO THE NOVEMBER 30, 2009 OBLIGATION DEADLINE

Further evaluation of the November 30, 2009, hard deadline for project obligation was discussed at the October Transportation Review Committee meeting. The original Regional Council approved date was originally set as a benchmark to determine if projects will meet the March 2, 2010, deadline and to allow time to reallocate funds for projects which do not.

Some member agencies had projects under development prior to funds being available, however, due to project development requirements and schedules, other jurisdictions, particularly those which are not self-certified nor have in-house design staff, are encountering challenges toward meeting the deadline. While some projects may not meet the original deadline due to external factors, others may be at or near environmental and design completion and not meet the November 30, 2009, obligation deadline set forth by Regional Council.

The October 2009 ARRA Status Report is being updated will be distributed at the meeting so as to provide the most current information. The project development information for Local sponsored ARRA projects has been coordinated with the ADOT consultant teams and self-certified member agencies. In the project development columns, many projects have dates, which are the projected completion dates related to that development milestone. As noted in the September 2009 ARRA Status Report, many projects will still be under development in November.

PRIOR COMMITTEE ACTIONS

This item was on the October 1, 2009, Transportation Review Committee (TRC) agenda for information, discussion, and possible action. Member agencies generally agreed that there should be options for extending the obligation deadline of November 30, 2009, under the conditions that all projects undergo

a review process in early November (November 1st if possible) and a new drop-dead deadline is established. The drop-dead deadline would need to allow for enough time for new projects to be obligated within the framework of the MAG committee process while giving local jurisdictions maximum opportunity to bring their projects to completion. It was requested that MAG staff recommend a date in the October 29, 2009 TRC meeting upon review of possible dates.

The committee recommended that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit; and to explore an alternative obligation deadline to the November 30, 2009, date set by the MAG Regional Council.

Committee members were concerned about ranking the policy options for reallocation of funds without knowing the dollar amounts that are potentially available and the fund absorption of each policy option. The committee members requested that MAG staff make estimates of funds available and funds necessary to apply to projects based on committee-recommended policy options.

On October 14, 2009, the Management Committee recommended that MAG staff explore the following uses for the reallocation of unobligated ARRA be considered, with the priorities for the uses be set next month based on further consideration: 1) Additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed, 2) Reduction in the local match, but not below the minimum set by MAG policy, for other federally funded projects that will obligate by the deadline, 3) Other local projects in the region that are eligible for ARRA funds and can obligate by the deadline, 4) Transfer funds to Transit, and 5) Modify the November 30, 2009 obligation deadline to a project development status review to determine the likelihood to obligate by March 2, 2010 with a final obligation/project development status review deadline in January to be determined.

If there are questions or suggestions prior to the October 28, 2009, committee meeting, please contact me at (602) 254-6300 or eyazzie@mag.maricopa.gov.

Project Status Report
Transportation Projects – MAG Region October 20 2009
American Recovery & Reinvestment Act (ARRA) Funding

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. The national Highway Infrastructure Investment component of the legislation is $27.5 billion.

For the highway portion, the Arizona Department of Transportation (ADOT) has 120 days to obligate 50 percent of the funding, and a year – by March 2, 2010, to obligate the remaining funds. Of the ADOT portion, $129.4 million was directed for Highway projects in the MAG Region. The legislation also sub-allocates 30 percent of the funding ($156.57 million) to local jurisdictions. The amount being sub-allocated to the MAG Region is $104.6. Metropolitan planning organizations and Local Agencies have one year to obligate the funds, by March 2, 2010

The MAG regional portion for transit is $66.4 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days, and the remainder to be obligated within one year by March 2, 2010

REPORT COMPONENTS – TABLE OF CONTENTS

Project Status Report	**p. 3 – 10**
Local Sponsored Project Overview	**p. 11**
Local Sponsored Project Details	**p. 12 – 15**
Highway Projects – ADOT Allocation Update	**p. 16 – 18**

Project Status Report

The Project Status Report highlights three areas of project details as noted below:

Project Information: Lists information about the project as reported on in the MAG Transportation Improvement Program (TIP) including the project location and description.

Project Funding: Explains the project funding sources and amounts as listed in the MAG TIP.

Project Development Status: This section reports on the status of project development steps. This section will most likely change in the future as projects are under construction. The project development steps are:

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete or have estimated completion dates. Or other notes may be provided regarding status with FHWA or FTA. Check mark indicates that work is completed.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project.
- Bid Opened – The project has received bids and the bids have been opened.
- Award Date – The date the project is awarded to contractor.
- Estimated Completion – The contractor has estimated that construction will be completed by this date.

This information can also be found at the MAG Website:
http://www.mag.maricopa.gov/detail.cms?item=9615

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
OCTOBER 20 2009

Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
State Sponsored Projects - Roadways															
DOT09-815	DOT	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	ARRA	$26,272.0	$26,272.0	$26,271.6	05/27/09	✓	✓	✓	✓	7/17/09		Admin Mod: Change project costs from $28.2M to $26.3M.
DOT09-818	DOT	I-17: SR74-Anthem Way	Construct General Purpose Lane	ARRA	$13,314.1	$13,314.1	$13,314.1	05/27/09	✓	✓	✓	✓			Admin Mod: Change project costs from $13.4M to $13.3M
DOT09-6C00R	DOT	US 60: SR 303L - 99th Ave	Road Widening	ARRA	$45,000.0	$45,000.0		03/25/09	✓	✓	✓	10/23/09			
DOT07-323	DOT	99th Ave from I-10 to MC-85	Road Widening	STP-AZ & ARRA	$3,152.9	$3,753.9		04/22/09	✓	✓					$2.5 million in ARRA-Highway, and $652,890 in ARRA-MPO/Local.
DOT09-801	DOT	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transporatation Landscaping Enhancement	ARRA	$300.0	$300.0		04/22/09	✓	✓	✓	10/23/2009			State sponsored using MAG suballocated funds. NTP date 10/5/09
DOT07-332	DOT	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	$7,647.2	$7,647.2	$7,647.2	03/25/09	✓	✓	✓	✓			Admin Mod: Change project costs from $11.2 mill to $7.6M.
DOT06-613	DOT	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	ARRA	$11,042.3	$11,042.3	$11,042.3	05/27/09	✓	✓	✓	8/21/09	9/18/2009		Admin Mod: Change project costs from $18.6 mill to $11.0M - pending contract award
DOT12-840	DOT	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	ARRA, STP MAG & Local	$9,100.0	$27,564.4	$5,667.4	04/22/09	✓	✓	✓	9/25/09			
DOT08-673	DOT	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	ARRA	$3,900.0	$3,900.0	$2,324.6	05/27/09	✓	✓	✓	9/25/09			
					$119,728.5	$138,794.0	$66,267.2								

†Date in Design and Environmental fields indicate estimated completion date.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
OCTOBER 20 2009

Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
APJ09-801	APJ	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	$1,348.3	$1,348.3		4/22/09	60% 10/30/09	Nov-09					Final plans EOY 2009. Obligate in January 2010.
AVN09-801	AVN	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	ARRA	$2,035.2	$2,035.2		4/22/09	90%	10/23/09					Utitlity, ROW clearance in process
AVN09-802	AVN	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	ARRA & Local	$179.7	$401.8		4/22/09	90%	10/23/09					Utitlity, ROW clearance in process
BKY09-801	BKY	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabiliation and Preservation	ARRA	$1,621.9	$1,621.9		4/22/09	50%	11/13/09					Utitlity, ROW clearance in process
CFR09-801	CFR	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	ARRA	$35.0	$35.0		4/22/09	PS&E 11/4/09	11/30/09					
CFR09-802	CFR	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	ARRA	$553.3	$553.3		4/22/09	PS&E 11/4/09	11/30/09					Estimated ARRA cost $S88,340
CVK09-807	CVK	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$614.8	$614.8		5/27/09	95% 10/30/09	In process					Pending authorization. Kick-off scheduled 9/30/09
CHN120-07C	CHN	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	ARRA, Local & RARF	$2,288.7	$7,629.0		4/22/09	✓	10/30/09					Will request project to be obligated in late Nov 09
CHN09-801	CHN	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	ARRA	$3,678.9	$3,678.9		4/22/09	10/16/09	11/26/09					Will request project to be obligated in late Nov 09
ELM09-801	ELM	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	ARRA	$952.8	$952.8		4/22/09	80%	11/13/09					Utitlity, ROW clearance in process
FTH07-301	FTH	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	ARRA, STP, & Local	$1,081.6	$3,376.6		6/24/09	✓	In process					Admin Mod: Adjust ARRA costs for project from $410K to $1.1M.
FTH09-800	FTH	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	ARRA	$671.6	$671.6		7/22/09	✓	In process					Deleted from TIP
GBD09-801	GBD	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	ARRA	$33.0	$33.0		4/22/09	In process	11/13/09					Design just Started. Contract received 10/15/09.
GBD09-802	GBD	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	ARRA	$339.5	$339.5		4/22/09	In process	11/13/09					Design just Started. Contract received 10/15/09.
GBD09-803	GBD	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	$170.0	$170.0		5/27/09	Not Started	In process					Not yet under contract w/ADOT. Proposal approved today.
GRC09-801	GRC	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	$561.3	$561.3		4/22/09	40%	12/23/09					Utitlity, ROW clearance in process
GLB09-801	GLB	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	$5,306.3	$5,306.3		4/22/09	PS&E 10/30/09	11/6/09					

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
OCTOBER 20 2009

Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
GLN09-801	GLN	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	ARRA	$1,100.0	$1,100.0		4/22/09		11/13/09					PA Sent to ADOT for Review 10/09/09
GLN09-802	GLN	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	$550.0	$550.0		4/22/09		11/13/09					PA Sent to ADOT for Review 10/09/09
GLN09-803	GLN	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	$90.0	$90.0		4/22/09		11/13/09					PA Sent to ADOT for Review 10/09/09
GLN09-804	GLN	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	ARRA	$230.0	$230.0		4/22/09		11/13/09					PA Sent to ADOT for Review 10/09/09
GLN09-805	GLN	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	ARRA	$200.0	$200.0		4/22/09		11/13/09					PA Sent to ADOT for Review 10/09/09
GLN09-806	GLN	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	ARRA	$1,170.0	$1,170.0		4/22/09	✓	11/13/09					Plans need to be converted to ADOT Format
GLN09-807	GLN	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	ARRA	$510.0	$510.0		4/22/09	✓	11/13/09					Plans need to be converted to ADOT Format
GLN09-808	GLN	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	$358.4	$358.4		4/22/09	40%	11/24/09					
GLN08-604	GLN	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	ARRA, CMAQ, & Local	$1,850.0	$5,407.4		4/22/09	99%	✓					Utiltiy, ROW clearances complete.
GDY09-801	GDY	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	ARRA & Local	$782.4	$798.4		4/22/09	40%	12/18/09					Utitlity, ROW clearance in process
GDL09-801	GDL	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	ARRA	$634.0	$634.0		4/22/09	95% 10/23/09	11/30/09					Design by town.
LPK09-801	LPK	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	ARRA	$614.0	$614.0		4/22/09	60%	12/4/09					ROW complete, utility in process
MMA09-801	MMA	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA & Local	$6,469.2	$6,478.1		4/22/09	98%	In process					Utiltiy, ROW clearances complete.
MES09-801R	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	ARRA	$1,610.9	$1,610.9		5/27/09	90%	11/2/09					ROW submitted to ADOT 9/29/09
MES09-802R	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	$970.7	$970.7		5/27/09	90%	11/2/09					ROW submitted to ADOT 9/29/09
MES09-803	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	$2,559.3	$2,559.3		5/27/09	90%	11/2/09					ROW submitted to ADOT 9/29/09
MES09-804	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	$2,333.3	$2,333.3		5/27/09	90%	11/2/09					ROW submitted to ADOT 9/29/09
MES09-805	MES	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	$3,310.6	$3,310.6		5/27/09	✓	11/2/09					ROW submitted to ADOT 9/29/09

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
OCTOBER 20 2009

Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
PVY09-801	PVY	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	$823.2	$823.8		4/22/09	95% 10/16/09	11/30/09					Estimated PS&E 11/30/09
PEO100-07AC1	PEO	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	ARRA, STP-MAG & Local	$2,850.4	$11,489.7		4/22/09	✓	✓	✓	11/19/09	12/18/09		Pending Advertisement Date: October 23, 2009
PEO09-801	PEO	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	$1,130.1	$1,396.3		6/24/09	50%	11/16/09					ROW complete, utility in process
PHX07-316	PHX	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	$1,000.0	$2,256.0		4/22/09	✓	✓	✓				Obligated 9/9/09
PHX09-801	PHX	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,136.2	$7,136.2		4/22/09	10/16/09	✓					Design by city.
PHX09-802	PHX	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$7,150.0		4/22/09	10/16/09	✓					Design by city.
PHX09-803	PHX	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	$7,150.0	$7,150.0		4/22/09	10/16/09	✓					Design by city.
PHX09-804	PHX	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$1,750.0		4/22/09	10/16/09	✓					Design by city.
PHX09-805	PHX	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	$1,750.0	$1,750.0		4/22/09	10/16/09	✓					Design by city.
PHX09-806	PHX	11 Locations Citywide	Design & Costruct Bridge Deck Rehabilitations	ARRA	$2,250.0	$2,250.0		4/22/09	10/16/09	10/16/09					Concurrance on Cultural obtained.
PHX09-807	PHX	6 Locations Citywide	Design & Costruct Bridge Joint Rehabilitations	ARRA	$1,250.0	$1,250.0		4/22/09	10/16/09	10/16/09					Concurrance on Cultural obtained.
PHX09-808	PHX	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	$3,000.0	$3,000.0		4/22/09	10/30/09	✓	10/30/09				Design by COP
PHX09-809	PHX	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	$1,500.0	$1,500.0		4/22/09	11/6/09	✓	11/6/09				Design by COP
PHX09-810	PHX	Citywide Corridors	Design &Procure/Install CCTV	ARRA	$1,000.0	$1,000.0		4/22/09	10/30/09	✓	10/30/09				Design by COP
PHX09-811	PHX	Citywide Corridors	Design &Procure/Install Wireless Communications	ARRA	$500.0	$500.0		4/22/09	10/30/09	✓	10/30/09				Design by COP
QNC09-801	QNC	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	ARRA	$227.3	$227.3		4/22/09	Nov-09	Dec-09					Drafted PA complete.
QNC09-802	QNC	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	ARRA	$805.8	$805.8		4/22/09	Nov-09	Dec-09					Drafted PA complete.
SRP09-801	SRP	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	$653.9	$653.9		5/27/09	11/30/09	12/7/09					PA by SRPMIC scheduled for 9/29/09

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
OCTOBER 20 2009

Project Information					Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Roadway															
SCT09-802	SCT	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	$4,600.0	$4,600.0		7/22/09	PS&E 11/30/09	11/30/09					On Project Change Sheet July 2009. Kick off 9/22/09
SCT12-813	SCT	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	$439.6	$500.0		4/22/09	PS&E 10/7/09	Nov-09					Procurement project.
SUR09-801	SUR	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	ARRA	$2,933.4	$2,933.4		4/22/09	99%	11/23/09					Utiltiy, ROW clearances complete.
TMP09-801	TMP	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	ARRA, & Local	$4,362.6	$6,000.0		4/22/09	✓	11/30/09					Awaiting clearance.
WKN09-801	WKN	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	ARRA	$644.1	$644.1		4/22/09	60%	10/30/09					Utitlity, ROW clearance in process
YTN09-801	YTN	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	ARRA	$645.9	$645.9		4/22/09	20%	12/11/09					Utitlity, ROW clearance in process
					$102,367.3	$125,666.9									

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PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
OCTOBER 20 2009

Project Information				Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transit Projects														
AVN09-804T	AVN	Citywide	Purchase 2 replacement dial-a-ride vehicles	$126.0	$126.0		6/24/09							
GDY06-204T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 - Litchfield)	$2,036.2	$4,193.8		6/24/09	✓	✓	✓			########	Grants have been submitted to FTA
GDY08-800T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land- regional park and ride	$186.5	$977.6		6/24/09	✓	✓	✓			########	Grants have been submitted to FTA
GDY05-202T	GDY	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	$352.2	$1,847.1		6/24/09	✓	✓	✓			########	Grants have been submitted to FTA
MES10-809T	MES	Country Club/US 60	Park-and-Ride construction	$3,228.8	$3,228.8		3/25/09	✓	✓					Admin Mod: Modify project costs to lower amount.
MES10-801T	MES	US60/Country Club	Park-and-Ride design	$367.5	$367.5		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-802T	MES	US60/Country Club	Park-and-Ride land acquisition	$3,238.3	$3,238.3		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-803T	MES	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	$765.0	$765.0		9/30/09							Amend: Add new ARRA-Transit project to list.
MES08-801T	MES	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	$517.8	$1,800.0		9/30/09							Admin Mod: Modify project costs to lower amount and
MES10-804T	MES	Gilbert/McDowell	Design regional park-and-ride	$765.0	$765.0		9/30/09							Amend: Add new ARRA-Transit project to list.
MES10-805T	MES	Gilbert/McDowell	Construct regional park-and-ride	$517.8	$2,289.0		9/30/09							Amend: Add new ARRA-Transit project to list.
PHX09-837T	PHX	Bell Rd/SR-51	Bus access crossover	$640.1	$640.1		3/25/09	✓	✓	✓			########	Grants have been submitted to FTA
PHX10-818T	PHX	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	$5,000.0	$5,000.0		3/25/09	✓	✓	✓			########	Grants have been submitted to FTA
PHX08-705T	PHX	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	$5,500.0	$5,500.0		3/25/09	✓	✓	✓			Nov-10	Grants have been submitted to FTA
PHX09-838T	PHX	Pecos Road/4oth Street	Pecos/40th St Park and Ride Expansion	$3,000.0	$3,000.0		3/25/09	✓	✓	✓			Oct-10	Grants have been submitted to FTA
PHX09-611T	PHX	Regionwide	Preventive Maintenance	$5,400.0	$11,964.0		3/25/09	✓	✓	✓			Jun-10	Grants have been submitted to FTA
PHX09-839T	PHX	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	$300.0	$300.0		3/25/09	✓	✓	✓			Dec-09	Grants have been submitted to FTA
PHX09-840T	PHX	Citywide	Bus Stop Improvements	$4,321.2	$4,321.2		3/25/09	✓	✓	✓			Jul-10	Grants have been submitted to FTA
PHX08-704T	PHX	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	$1,100.0	$1,100.0		5/27/09	✓	✓	✓			Aug-10	Grants have been submitted to FTA
VMT10-807T	VMT	Arizona Avenue/Country Club (Service betweeen Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	$2,500.0	$2,500.0		3/25/09	✓	✓	✓			Dec-09	Grants have been submitted to FTA

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
OCTOBER 20 2009

Project Information				Project Funding			Project Development Status†							
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Local Projects - Transit Projects														
VMT10-807T	VMT	Arizona Avenue/Country Club (Service betweeen 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	$12,500.0	$12,500.0		3/25/09	✓	✓	✓			Jul-10	Grants have been submitted to FTA
5CT09-803T	SCT	Loop 101/Scottsdale Rd	Park-and-Ride construction	$5,000.0	$5,000.0		3/25/09	✓	✓					
TMP09-806T	TMP	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	$6,500.0	$6,500.0		3/25/09	✓	✓	✓			Mar-11	Grants have been submitted to FTA
VMR09-801T	VMR	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	$1,400.0	$1,400.0		5/27/09	✓	✓	✓			Jun-01	Grants have been submitted to FTA
VMR09-802T	VMR	Regionwide	LRT Park and Ride Shade Canopes	$2,500.0	$2,500.0		5/27/09	✓	✓	✓			Dec-09	Grants have been submitted to FTA
				$67,762.2	$81,823.3									

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PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
OCTOBER 20 2009

Project Information				Project Funding			Project Development Status†							
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	Comments
Local Projects - Transportation Enhancements														
CHN09-805	CHN	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	$750,000	$1,161,610		5/27/09	✓	✓	✓				
GLB04-303R	GLB	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	$270,000	$680,000		5/27/09	✓	✓	✓				
GLB08-801	GLB	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	$578,670	$578,670		5/27/09	✓	✓	✓				
GLN08-611	GLN	Old Roma Alley	Design and construct pedestrian enhancements and landscape	$732,562	$732,562		5/27/09	✓	✓	✓				
MMA09-725	MMA	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	$750,000	$1,117,817	$561,095	5/27/09	✓	✓	✓	✓	✓	Dec-09	Construction scheduled to begin Oct 5, 09.
MES09-806	MES	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	$750,000	$1,509,375		6/24/09	✓	✓	✓				
PHX08-641	PHX	Arcadia Drive Ind. Sch. Rd. to AZ Canal	Design and construct multi-use trail enhancements	$750,000	$820,282		5/27/09	✓	✓	✓				
SCT09-703	SCT	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	$1,632.3	$1,731.0		5/27/09	✓	✓	✓				
SCT09-801	SCT	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	$600,000	$625,402		5/27/09	✓	✓	✓				
TMP09-704	TMP	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	$750,000	$1,400,000		5/27/09	✓	✓	✓				Bid documents being prepared.
				$5,931,232	$8,625,718									

†Date in Design and Environmental fields indicate estimated completion date.

Local Sponsored Project Overview

MAG was notified by ADOT on March 16, 2009 that the MAG region will receive $104,578,340 of American Recovery and Reinvestment Act (ARRA) funds. These funds are known as the sub-allocated ARRA transportation funds. On March 23, 2009 Regional Council approved the policy direction for the sub-allocated ARRA funds of: a Minimum Agency Allocation of $500,000 plus population in accordance with the following:

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.

Jurisdiction	Minimum Agency Allocation of $500K Plus Population
Apache Junction (a)	$ 1,348,343
Avondale	$ 2,214,899
Buckeye	$ 1,621,878
Carefree	$ 588,340
Cave Creek	$ 614,813
Chandler	$ 5,967,599
El Mirage	$ 1,252,805
Fort McDowell	$ 518,436
Fountain Hills	$ 1,753,228
Gila Bend	$ 542,497
Gila River (b)	$ 561,349
Gilbert	$ 5,306,313
Glendale	$ 6,058,413
Goodyear	$ 1,829,797
Guadalupe	$ 634,022
Litchfield Park	$ 613,958
Mesa	$ 10,784,779
Paradise Valley	$ 823,174
Peoria (b)	$ 3,980,451
Phoenix	$ 35,436,181
Queen Creek (a)	$ 1,033,098
Salt River	$ 653,910
Scottsdale	$ 5,921,966
Surprise	$ 2,933,374
Tempe	$ 4,362,619
Tolleson	$ 3,152,890
Wickenburg	$ 644,140
Youngtown	$ 645,926
Maricopa County (c)	$ 5,950,757
Total	**$ 107,749,954**

Local Sponsored Project Details OCTOBER 20 2009

APACHE JUNCTION		
TIP #	Project Description	Federal Cost - ARRA
APJ09-801	Design and Reconstruction of Pavement	$ 1,348,343
	TOTAL	$ 1,348,343

AVONDALE		
TIP #	Project Description	Federal Cost - ARRA
AVN09-801	Preliminary engineering, design and construction for Mill & Replace	$ 2,035,200
AVN09-802	Preliminary engineering, design and construction for Mill & Replace	$ 179,699
	TOTAL	$ 2,214,899

BUCKEYE		
TIP #	Project Description	Federal Cost - ARRA
BKY09-801	Pre-engineer/Design and Pavement Rehabiliation and Preservation	$ 1,621,878
	TOTAL	$ 1,621,878

CAREFREE		
TIP #	Project Description	Federal Cost - ARRA
CFR09-801	Pre-engineer/Design and construct Pedestrian crossing	$ 35,000
CFR09-802	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	$ 553,340
	TOTAL	$ 588,340

CAVE CREEK		
TIP #	Project Description	Federal Cost - ARRA
CVK09-807	Pre-Engineer/Design and Construct Pavement Rehab projects	$ 614,813
	TOTAL	$ 614,813

CHANDLER		
TIP #	Project Description	Federal Cost - ARRA
CHN120-07C	Intersection and Capacity Improvement	$ 2,288,700
CHN09-801	Design and reconstruction of pavement	$ 3,678,899
	TOTAL	$ 5,967,599

EL MIRAGE		
TIP #	Project Description	Federal Cost - ARRA
ELM09-801	Pre-Engineer/Design and Mill and Replace Existing Road.	$ 952,805
DOT09-801	Transporatation Landscaping Enhancement	$ 300,000
	TOTAL	$ 1,252,805

FOUNTAIN HILLS		
TIP #	Project Description	Federal Cost - ARRA
FTH07-301	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	$ 1,081,614
FTH09-800	Design, and mill and overlay existing roadway	$ 671,614
	TOTAL	$ 1,753,228

Local Sponsored Project Details OCTOBER 20 2009

FT. MCDOWELL YAVAPAI NATION		
TIP #	Project Description	Federal Cost - ARRA
Ft. McDowell Yavapai Nation will be doing a joint project with Maricopa County. $518,436 of Maricopa County's project is for paving and rehab of roads in the Ft. McDowell community.		

GILA BEND		
TIP #	Project Description	Federal Cost - ARRA
GBD09-801	Design and Construct Signage Improvements	$ 33,000
GBD09-802	Design and Construct Pedestrian and Landscape Improvements	$ 339,497
GBD09-803	Design and Construct Carpool and Transit Park & Ride Lot	$ 170,000
	TOTAL	$ 542,497

GILA RIVER INDIAN COMMUNITY		
TIP #	Project Description	Federal Cost - ARRA
GRC09-801	Pre-Engineer/Design and Construct Pavement Rehab projects	$ 561,349
	TOTAL	$ 561,349

GILBERT		
TIP #	Project Description	Federal Cost - ARRA
GLB09-801	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	$ 5,306,313
	TOTAL	$ 5,306,313

GLENDALE		
TIP #	Project Description	Federal Cost - ARRA
GLN09-801	New traffic signal cabinets and controllers	$ 1,100,000
GLN09-802	Modernize traffic signals	$ 550,000
GLN09-803	CCTV Camera Installations	$ 90,000
GLN09-804	Install wireless communication with traffic signals	$ 230,000
GLN09-805	Install wireless communication with traffic signals	$ 200,000
GLN09-806	Pre-Engineer/Design and construct pavement overlay	$ 1,170,000
GLN09-807	Pre-Engineer/Design and construct pavement surface treatment	$ 510,000
GLN09-808	Install thermoplastic pavement markings	$ 358,413
GLN08-604	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	$ 1,850,000
	TOTAL	$ 6,058,413

GOODYEAR		
TIP #	Project Description	Federal Cost - ARRA
GDY09-801	Pre-Engineer/Design and construct mill, patch and replace	$ 782,415
GDY06-204T	Construct regional park-and-ride (1/10 - Litchfield)	$ 508,666
GDY08-800T	Acquire land- regional park and ride	$ 186,500
GDY05-202T	Park and Ride Land Acquisition	$ 352,216
	TOTAL	$ 1,829,797

GUADALUPE		
TIP #	Project Description	Federal Cost - ARRA
GDL09-801	Design and Mill & Asphalt overlay roadways	$ 634,022
	TOTAL	$ 634,022

Local Sponsored Project Details OCTOBER 20 2009

LITCHFIELD PARK		
TIP #	Project Description	Federal Cost - ARRA
LPK09-801	Pre-Engineer/Design and mill and replace pavement resurfacing/ reconstruction	$ 613,958
	TOTAL	$ 613,958

MARICOPA COUNTY		
TIP #	Project Description	Federal Cost - ARRA
MMA09-801	Pre-Engineer/Design and construct AR Overlay	$ 5,950,757
	TOTAL	$ 5,950,757

MESA		
TIP #	Project Description	Federal Cost - ARRA
MES09-801R	Pre-Engineer/Design and pavement reconstruct and ADA upgrades	$ 1,610,892
MES09-802R	Pre-Engineer/Design and construct mill and replace pavement	$ 970,728
MES09-803	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	$ 2,559,279
MES09-804	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	$ 2,333,311
MES09-805	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	$ 3,310,569
	TOTAL	$ 10,784,779

PARADISE VALLEY		
TIP #	Project Description	Federal Cost - ARRA
PVY09-801	Pre-Engineer/Design and construct pavement resurface projects	$ 823,174
	TOTAL	$ 823,174

PEORIA		
TIP #	Project Description	Federal Cost - ARRA
PEO100-07AC1	Construct Beardsley Road extension and bridge over New River	$ 2,850,401
PEO09-801	Pavement Preservation: Major Arterial mill, overlay and re-striping	$ 1,130,050
	TOTAL	$ 3,980,451

PHOENIX		
TIP #	Project Description	Federal Cost - ARRA
PHX07-316	Design & Construction of Intersection Improvements	$ 1,000,000
PHX09-801	Design & Construction of Pavement Preservation	$ 7,136,181
PHX09-802	Design & Construction of Pavement Preservation	$ 7,150,000
PHX09-803	Design & Construction of Pavement Preservation	$ 7,150,000
PHX09-804	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	$ 1,750,000
PHX09-805	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	$ 1,750,000
PHX09-806	Design & Costruct Bridge Deck Rehabilitations	$ 2,250,000
PHX09-807	Design & Costruct Bridge Joint Rehabilitations	$ 1,250,000
PHX09-808	Inventory / Programming & Procure / Install Traffic Control Signs	$ 3,000,000
PHX09-809	Design & Procure/Install Fiber Optic Backbone System	$ 1,500,000
PHX09-810	Design &Procure/Install CCTV	$ 1,000,000
PHX09-811	Design &Procure/Install Wireless Communications	$ 500,000
	TOTAL	$ 35,436,181

Local Sponsored Project Details OCTOBER 20 2009

QUEEN CREEK		
TIP #	Project Description	Federal Cost - ARRA
QNC09-801	Pre-Engineer/Design and construct resurfacing roadway	$ 227,282
QNC09-802	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	$ 805,816
	TOTAL	$ 1,033,098

SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY		
TIP #	Project Description	Federal Cost - ARRA
SRP09-801	Design & Construction of Pavement Preservation/Chip-Seal	$ 653,910
	TOTAL	$ 653,910

SCOTTSDALE		
TIP #	Project Description	Federal Cost - ARRA
SCT09-802	Preliminary engineering, design and construction for Mill & Replace	$ 4,600,000
SCT09-703	Construct new pedestrian/bicycle bridge and multi-use path	$ 882,333
SCT12-813	Replace traffic signal controllers and cabinets	$ 439,633
	TOTAL	$ 5,921,966

SUPRISE		
TIP #	Project Description	Federal Cost - ARRA
SUR09-801	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	$ 2,933,374
	TOTAL	$ 2,933,374

TEMPE		
TIP #	Project Description	Federal Cost - ARRA
TMP09-801	Construct replacement bridge over the Western Canal	$ 4,362,619
	TOTAL	$ 4,362,619

TOLLESON		
TIP #	Project Description	Federal Cost - ARRA
DOT07-323	Road Widening	$ 3,152,890
	TOTAL	$ 3,152,890

WICKENBURG		
TIP #	Project Description	Federal Cost - ARRA
WKN09-801	Design and Complete Pavement Mill and Replace	$ 644,140
	TOTAL	$ 644,140

YOUNGTOWN		
TIP #	Project Description	Federal Cost - ARRA
YTN09-801	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	$ 645,926
	TOTAL	$ 645,926

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

#	Not recommended for prioritization.
*	Obligated, not awarded. Amount subject to change.
**	Special recommendation.

Prioritized by Regional Council (R.C) - Currently Funded with ARRA

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	$26,272.0	$26,271.6	$0.4	$0.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	$13,314.1	$13,314.1	($11)	$0.4	Construction started on August 7, 2009
3	#	~~Yes~~	~~SR802: L202 to Ellsworth~~	~~Design & ROW~~		~~$20,400.0~~			$0.4	~~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 t~~
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BID 10/23/09	$45,000.0	$44,263.2*	$736.8	$737.3	The bid is expected to be opened on October 23, 2009.
5	4	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	STB 8/14/09	$7,647.2	$7,647.2	($7)	$737.3	
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	$9,100.0	$5,849.4	$3,250.6	$3,987.8	The bid is expected to be opened on September 25, 2009.
7	6	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	BID 8/21/09	$11,042.3	$11,042.3*	$0.0	$3,987.9	The bid was opened on August 21, 2009. The lowest bid was $11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BID 9/25/09	$3,900.0	$2,755.5	$1,144.5	$5,132.4	The bid is expected to be opened on September 25, 2009.
#	8	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.		$3,152.9			$5,132.4	This is a carry-over from Prop. 300. Project ready to Obligate.
				ARRA Funds Available as of October 20, 2009 to be programmed:					**$5,132.4**	

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

#	Not recommended for prioritization.
*	Obligated, not awarded. Amount subject to change.
**	Special recommendation.

Projects Recommended to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
9	9**	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles		$3,000.0			$2,132.4	Project is ready to move forward. This project is requested to be combined with un-prioritized auxiliary lane project, Loop 101: 51st Ave to 27th Ave EB. Conformity would have to be assessed.
10	#	Yes	Loop 101: Olive Avenue	TI Improvements		$3,000.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
11	#	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes		$3,200.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
12	9**	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements		$1,500.0			$632.4	Final plans due by end of August 2009. Project requested to be funded based on project readiness.
13	#	Yes	Regionwide	Construct Noise Walls		$15,600.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010. Revised to $15.6M at the January 2009 Regional Council.
#	9**	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane		$3,000.0			($2,367,649)	Project is ready to move forward. This project is requested to be combined with auxiliary lane project, Loop 101: Northern to Grand SB. Conformity would have to be assessed.
#	10	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements		$23,000.0			($25,367.6)	The project is projected to be ready to advertise by November 2009. Recommend as a "catch-all" for all remaining ARRA funds after previous bids are submitted.

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

#	Not recommended for prioritization.
*	Obligated, not awarded. Amount subject to change.
**	Special recommendation.

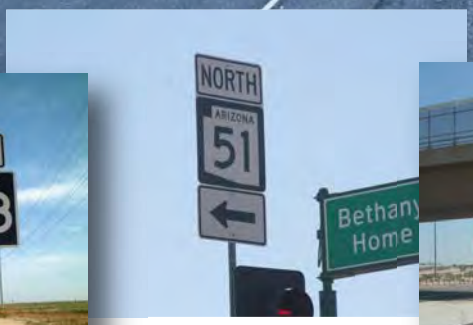
Backup List of Projects to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	SR 87: Gilbert - Shea	Pavement Preservation		$3,000.0			$2,132.4	Work currently underway. Can no longer use ARRA funds.
#	#	No	I-8: Gila Bend Rest Area	Pavement Preservation		$10,000.0			($7,867.6)	
#	#	No	I-8: MP 121 - Rest Area	Pavement Preservation		$21,000.0			($28,867.6)	
#	#	No	US 60: San Domingo - Whitmann	Pavement Preservation		$11,000.0			($39,867.6)	
#	#	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		$3,777.0			($43,644.6)	
#	#	Yes	Loop 303: Greenway to Mountain View	Construction		$135,000.0				Conformity would have to be redetermined. This project is being advanced from 2012 to 2010. Will not be ready to obligate.
#	#	No	Loop 202: MP 10 - MP 17	Sign Replacement		$1,150.0				
#	#	No	SR 51: MP 7 - MP 14	Sign Replacement		$1,500.0				
#	#	No	I-10: MP 112 - MP 129	Sign Replacement		$1,500.0				
#	#	No	I-10: MP 129 - MP 146	Sign Replacement		$1,500.0				
#	#	No	I-17: MP 194 - MP 201	Sign Replacement		$1,500.0				
#	#	No	Various Routes	Guard Rails		$1,800.0				
#	#	No	I-17: 19th Avenue - 16th Street	Pavement Replacement		$1,500.0				

Agenda Item #7

Tentative Scenario for the MAG Regional Freeway and Highway Program

October 2009



MARICOPA ASSOCIATION of GOVERNMENTS

Tentative Scenario Summary

As planning for the Regional Freeway and Highway Program continues, a sizable gap has developed between the original budget and the current cost opinions recommended by the Arizona Department of Transportation (ADOT) for completing the Program's projects. In May 2009, a tentative scenario was presented to the Transportation Policy Committee (TPC) for consideration as a means for bridging the gap in the Program. The purpose of this briefing paper is to provide additional information about the tentative scenario.

The tentative scenario was developed using a blend of four key principles outlined below. Following this summary, a detailed technical report is provided.

Management Strategies

In developing the tentative scenario, different options for improving the overall management of the Regional Freeway and Highway Program were reviewed. Savings in this category came from three sources:

- Construction Cost Savings – ADOT's five recent bids for construction projects related to the Program are 26% less than estimates. From current trends, these lower costs will stay with the economy for at least the next several years. MAG and ADOT recommend reducing construction cost opinions by 10 percent overall. This results in an estimated $235 million savings.
- Right-of-Way Savings – Since 2007, Phoenix area real estate values have declined. Many economists anticipate it will take considerable time for the market to recover. In response, the recommendation is for ADOT to reduce right of way costs by seven percent by using a lower contingency factor.
- System-wide Cost Savings – The Program contains $987 million for non-project specific costs in the following categories: Freeway Management System, Noise Mitigation, Maintenance, Right-of-Way administration, Preliminary Engineering, and Minor Projects. The latest 2009 ADOT cost opinion identifies these costs increasing by $527 million over the life of the Program. The recommendation is for ADOT to reassess this opinion and lower the system-wide costs to the original Program amount of $987 million.

The management strategies of the tentative scenario represent $762 million in savings. Additional savings have also been identified and are reflected under the Value Engineering portion of the tentative scenario.

Value Engineering

As part of the tentative scenario, the following value engineering measures are recommended for the following two corridors:

- Loop 202/South Mountain Freeway:
  - Reduce the footprint of the entire corridor from an ultimate ten-lane "outside-in" cross-section to match the cross-section used to construct the freeways built under Proposition 300.
  - Move the most expensive segment of the corridor, between Lower Buckeye Rd and Interstate 10/Papago from a curve-linear alignment in the vicinity of 55th Avenue to use existing 59th Avenue and its existing right-of-way.

  - Reconfigure the system interchange with Interstate 10/Papago to minimize right-of-way and improve the opportunity for direct high occupancy vehicle (DHOV) ramps in the future.
  - Conduct a detailed value engineering of the drainage system throughout the corridor to decrease the need for additional right-of-way.

  Estimated savings, including lower right-of-way contingency and overall reduction in construction costs, is $570 million. As part of the tentative scenario, funding for the corridor is increased by $833 million to $1.9 billion.

- Loop 303 Freeway:
  - Construct an interim partial cloverleaf interchange at US-60/Grand Avenue.
  - Develop a lower cost alternative for the Interstate 10 system interchange.
  - Conduct a detailed value engineering of the drainage system for the corridor to decrease the need for additional right-of-way.
  - Defer construction of the freeway segment from MC-85/SR-801 north to Interstate 10.

  Estimated savings for the corridor, including lower right-of-way contingency and overall reduction in construction costs is approximately $1,149 million. As part of this tentative scenario, funding is increased by $426 million to $1,846 million.

The value engineering recommendations of the tentative scenario represent a savings of over $1.7 billion. This figure includes a ten percent reduction in construction costs and seven percent savings from a lower right-of-way contingency.

Deferrals

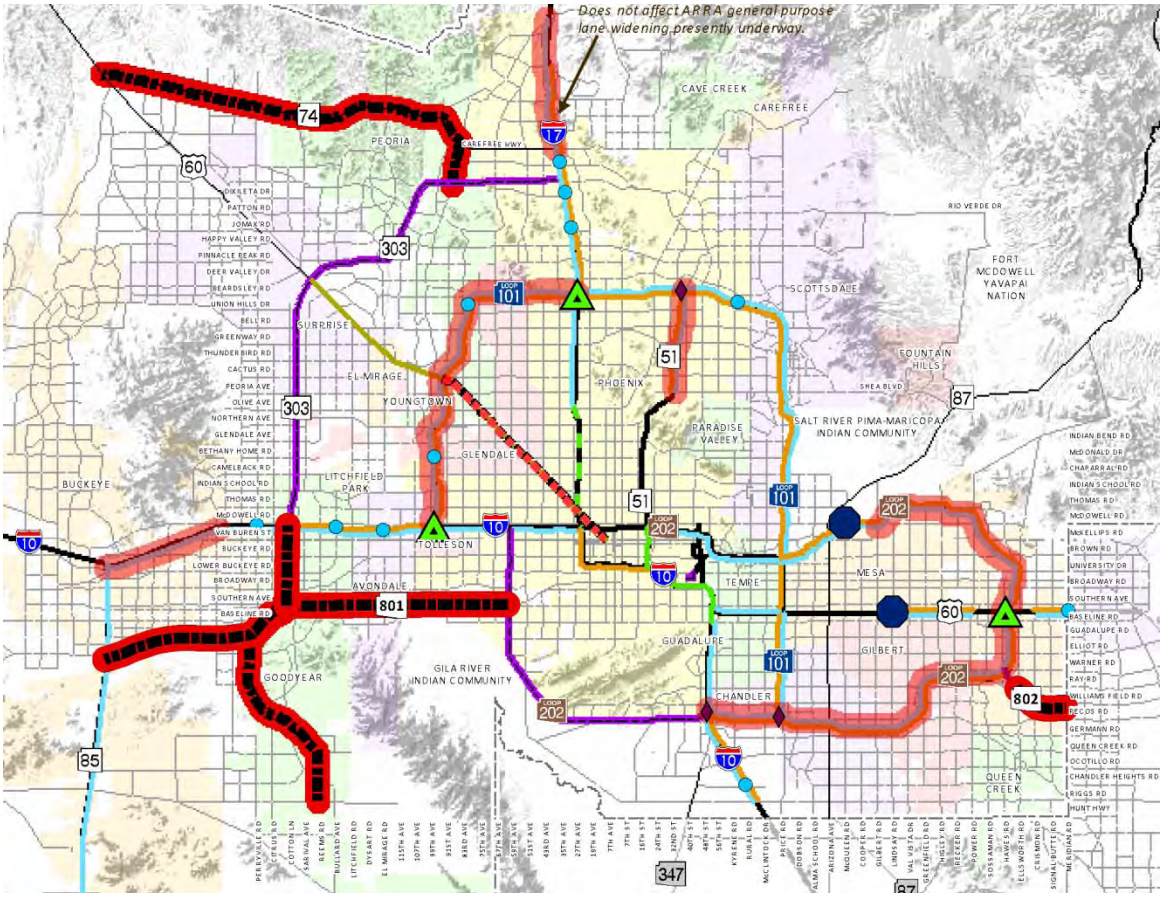
Together, the savings from management strategies and value engineering amount to $2.5 billion, or 38 percent towards mitigating the $6.6 billion gap in the Program. Despite these efforts, the tentative scenario includes project deferrals to meet the remaining 62% of the deficit. Although these projects are recommended for deferral, they are not removed from the Regional Transportation Plan (RTP). Instead, they become part of a new Phase V, representing FY2027 through FY2030, which will be reflected in the Regional Transportation Plan 2010 Update. It is important to note that the RTP must extend through FY2030 to comply with federal regulations that require a minimum 20-yar planning horizon.

The deferral recommendations are based on the following principles:

- Constructing high occupancy vehicle (HOV) lanes wherever possible. As the MAG region has a non-attainment air quality designation, the Environmental Protection Agency (EPA) recommends transportation control measures (TCM), such as HOV lanes, be constructed prior to general purpose lanes. Freeways constructed under Proposition 300 were built in anticipation of HOV lanes, making their construction more economical compared to the construction of general purpose lanes. HOV lanes can be added for about three million dollars per mile. In addition, the construction of the HOV lanes will also involve the replacement of the cable barrier system with concrete barriers.
- Deferring additional general purpose lanes for portions of Loop 101, Loop 202, and SR-51 taking into account the RTP priorities and the projected traffic volumes and level of service. In most cases, the added general purposes lanes that are in the fourth phase (FY2021-FY2026) of the Program are

deferred. In some corridors, projects identified in the third phase (FY2016-FY2020) are also recommended for deferral to deal with the Program deficit.

Using these principles, the project deferrals are illustrated in the accompanying figure. Notable general purpose lane deferrals include the SR-801 corridor (also known as the Interstate 10 Reliever Freeway), and southern portion of the Loop 303, from MC85 to I-10, and SR-802/Williams Gateway Freeways. In summary, the project deferrals total approximately $4.1 billion.



Stay the Course

In November 2008, MAG and ADOT convened a peer review panel of industry experts to study the inner loop freeway system, including portions of Interstates 10 and 17, and provide advice on current project proposals. The panel's remarks are timely as planning for Interstate 17 is underway to determine the future of a facility near the end of its service life. In view of these comments, the following recommendations for the tentative scenario are made as part of the "stay the course" principle:

- Making effective use of the more than $1 billion slated for the Interstate 17 corridor by developing a continuous four general purpose lanes plus one HOV lane facility from the Interstate 10 "Split" interchange to the Loop 101/Agua Fria-Pima Freeways.

- Repackaging improvements along the Interstate 10/Papago Freeway from Loop 101 to Interstate 17 to improve the merging traffic conditions departing the Interstate 17 "Stack" interchange and facilitate the merging traffic movements from Loop 202/South Mountain at 59th Avenue.
- Providing $30 million to improve the Interstate 10/Sky Harbor Boulevard interchange in anticipation of potential heightened security measures required for the airport by the Department of Homeland Security.

These stay the course recommendations are presented to improve the application of funding for the Regional Freeway and Highway Program in Phoenix urban core. With the exception of the additional funding request for the Interstate 10/Sky Harbor Boulevard interchange, no increase or decrease is recommended in funding for these projects.

Conclusions and Recommendations

The following table summarizes approximate $6.6 billion cost savings achieved with the strategies employed in tentative scenario.

Table 1
COST REDUCTIONS ACHIEVED IN THE TENATIVE SCENARIO FOR THE REGIONAL FREEWAY AND HIGHWAY PROGRAM (COSTS IN MILLIONS)
Regional Freeway and Highway Program

		Balance
2009 Regional Freeway and Highway Program Cost Opinion:		$15,952.4
Management Strategy savings from lower construction and system-wide costs	-$758.5	$15,193.9
Value Engineering savings in the Loop 202/South Mountain and Loop 303 Freeway corridors	-$1,703.3	$13,490.6
Deferral savings to Phase V	-$4,125.2	$9,365.4
Stay the Course changes	+$30.0	$9,395.4
New Regional Freeway Program Cost Opinion:		**$9,395.4**

With project deferrals representing more than 60 percent of the effort to bridge the gap in the Regional Freeway and Highway Program, measures need to be taken to monitor the Program to identify opportunities for restoring the deferred projects to an early phase for construction. These include:

- Continual monitoring of available revenues for funding the Program;
- Incorporate future federal funding into the Regional Freeway and Highway Program;
- Identify opportunities for projects in deferred corridors to be alternately funded;
- Determine the possibility of using other federal funding sources and strategies for completing deferred projects;
- Working with ADOT to continually identify methods for delivering the project in a more effective manner; and
- Continue to work with MAG member agencies to preserve future rights-of-way for new corridors.

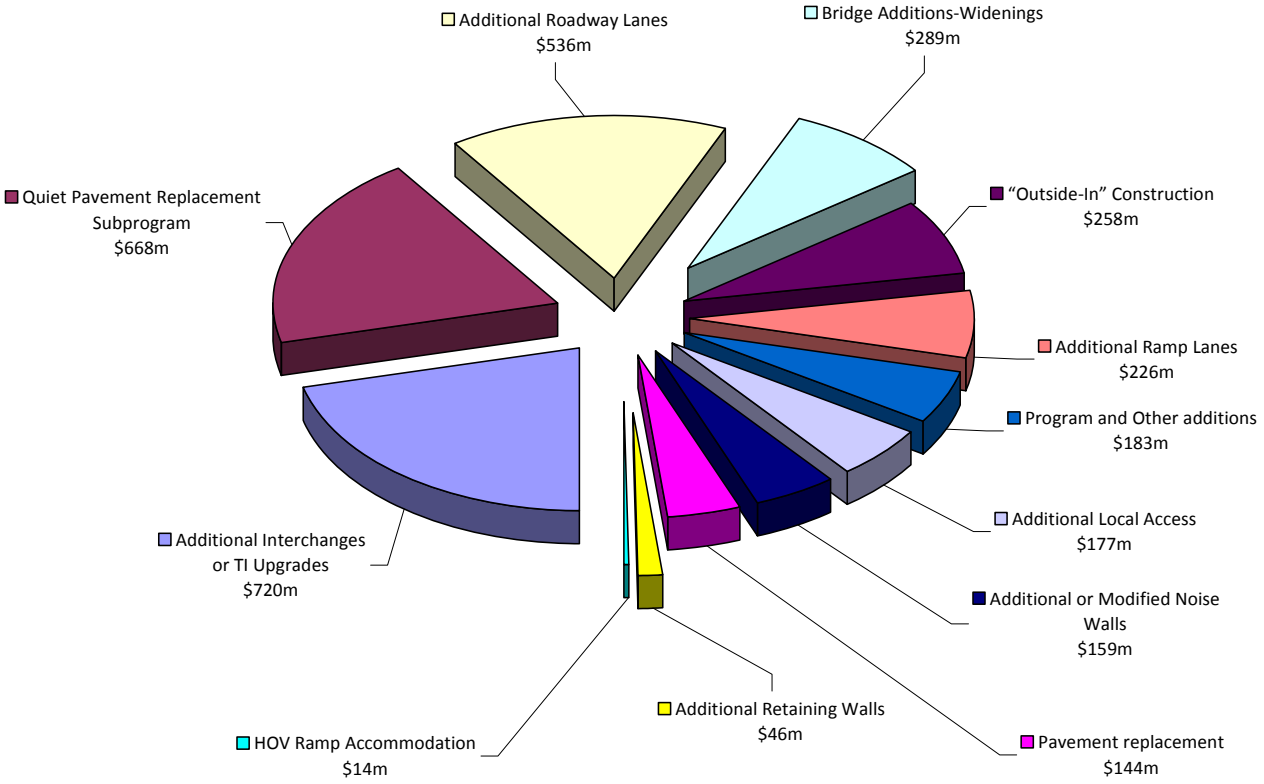
In addition, there are remaining challenges to scale the deferred projects to fit within the funding forecasted to be available in Phase V of the RTP.

Tentative Scenario Technical Report

Regional Freeway and Highway Program Financials

The 2003 Regional Transportation Plan identified the budget for the Regional Freeway and Highway Program as $9,421.2 million, or roughly $9.5 billion. The current ADOT cost opinion for completing the Program is $15,952.4 million, or nearly $16 billion. In June 2008, ADOT prepared a cost assessment of the Program, and identified the following as the key reasons for the dramatic increases:

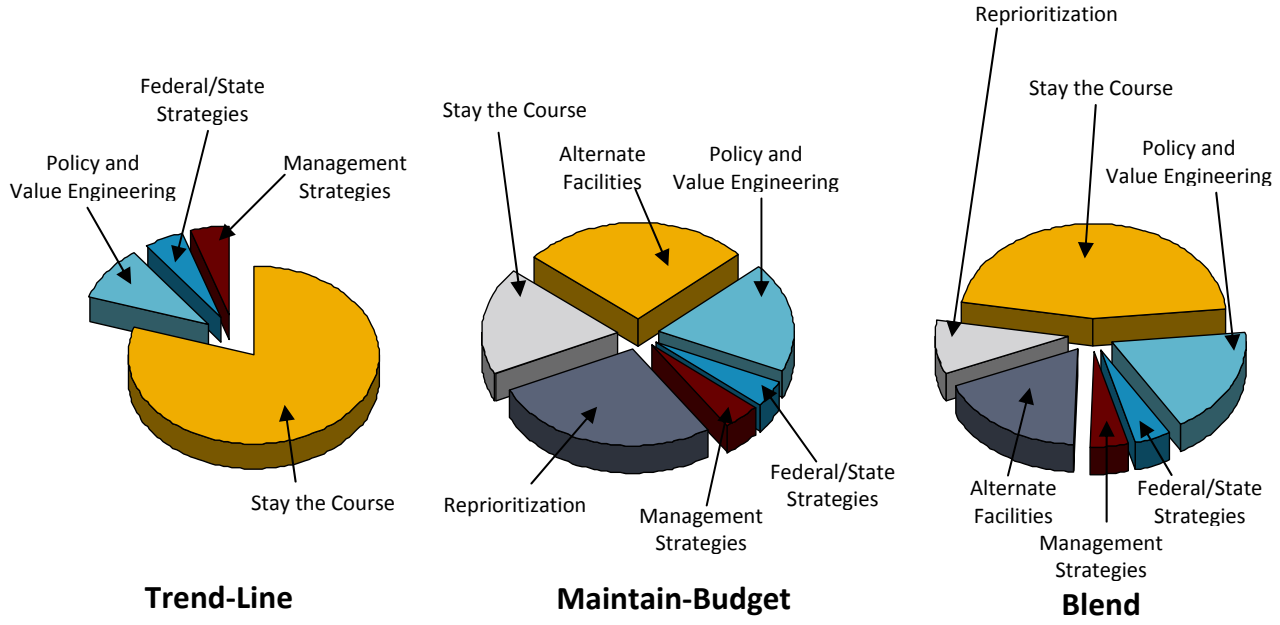
- Right-of-way price escalation from the middle part of this decade, estimated at $1.1 billion;
- Inflation of construction materials and labor due to international demand for commodities and the domestic construction boom, estimated at $2.0 billion; and
- Scope growth due to a variety of construction items illustrated in the following chart, estimated at $3.5 billion.



As depicted, a deficit of $6.6 billion is anticipated in the program. When the Program was established in the 2003 Regional Transportation Plan, contingencies were built into the budget to account for unforeseen factors, such as inflation and scope growth. However, while construction costs have risen, recent sales tax revenues have declined significantly. This unprecedented decline in revenues has effectively eliminated the contingencies built into the Program.

Background for the Scenario

In November 2008, a presentation was made to the Transportation Policy Committee about the Regional Freeway and Highway Program deficit and described a methodology for bridging the funding gap. In the presentation, three management scenarios were presented for considera-
tion:



- **Trend-Line,** a strategy keeping the current program priorities and strategies in-place, but extends the completion horizon for the program out from 2026;
- **Maintain-Budget**, a process extending the Program horizon year and through a process of reprioritization, management strategies, policy and value engineering, and alternate facilities, completes a Program with fewer projects than those envisioned in current Regional Transportation Plan; and
- **Blend**, a program considering multiple approaches – management strategies, value engineering, deferrals, and stay the course efforts – to mitigate the gap in the Regional Freeway and Highway program.

Tentative Scenario Principles

After presenting these scenarios, the TPC provided general direction to consider the blend scenario. Several TPC members noted that either the trend-line or maintain budget scenario might meet fiscal goals, but that the 2025 travel demand need in the Phoenix metropolitan will still need to be met. The tentative scenario was developed using the blend scenario and based it upon four key principles outlined below.

Management Strategies

In developing the tentative scenario, different options for improving the overall management of the Regional Freeway and Highway Program were reviewed. Savings in this category came from three sources: overall construction cost reduction, right-of-way contingency management, and controlling system-wide expenses.

Construction

Material costs and labor costs since the development of the Regional Transportation Plan in 2003 increased significantly starting in 2005 until early 2008 reflecting the dramatic increase in unit costs associated with roadway construction. According to ADOT studies, the increases outpaced inflation during this period, and increased construction costs by more than 60 percent in the two-year calendar period of 2006 and 2007. Most significantly, the costs for cement, aggregate, and asphalt saw increases in Arizona as the demand for these materials rose worldwide.

Since their peak in early 2008, however, unit costs for construction materials and labor have peaked and decreased significantly. Global demand for materials and the current economic recession have driven these costs down. In addition, higher unemployment has driven labor costs down as well. This reduction can be seen in the five recent construction bids received by the Arizona Department of Transportation for the projects identified in the following table. These recent bids are on the average 26 percent lower than the program estimates identified for their construction.

Table 2
RECENT CONSTRUCTION AWARDS COMPARED TO PROGRAM COSTS
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Corridor	Construction Project	Bid Date	Program Cost	Bid Award*	Percent Difference
Loop 303	4-lane interim roadway from Happy Valley Rd to Lake Pleasant Pkwy	11/2008	$153.8	$121.0	-21.3%
Loop 202/Red Mountain	+1 HOV Lane from Loop 101/Pima-Price to Gilbert Dr	2/2009	$33.0	$24.7	-25.2%
Loop 303	4-lane interim roadway from Lake Pleasant Pkwy to I-17/Black Canyon	4/2009	$113.6	$83.4	-26.6%
I-10/Papago	+1 GP Lane from Verrado Way to Sarival Ave	5/2009	$43.2	$26.2	-39.4%
I-17/Black Canyon	+1 GP Lane from SR-74/Carefree Hwy to Anthem Way	5/2009	$20.5	$14.2	-30.7%
		Overall Totals:	**$364.1**	**$269.5**	**-26.0%**

*Bid award factored by 20% to account for ADOT construction oversight and contingencies.

Given these favorable costs, MAG, in consultation with ADOT and their Management Consultants, has recommended the program costs for future construction projects in the Regional Freeway and Highway Program be reduced by ten percent (10%). While the evidence reflected in the previous table suggest a more aggressive reduction may be warranted, a conservative approach was taken for reducing overall program costs for this tentative scenario. Economic indicators suggest that while these costs will remain lower than their peak from early 2008 through 2012, costs are expected to rise again in the future at a pace more consistent with inflation.

In the following table, the cost reductions by corridor are provided for those general purpose lanes and HOV projects expected to remain within the Regional Freeway and Highway Program through Phase IV. Cost reductions realized along Loop 202/South Mountain and Loop 303 are computed as part of the value engineering cost reductions discussed in the next section of this briefing paper.

Table 3
REDUCTION FROM LOWER CONSTRUCTION UNIT COSTS BY CORRIDOR
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Corridor	Projects	RTP Costs	2009 ADOT Cost Opinion	Revised Cost Estimate	Cost Reduction
I-10/Papago	▪ Perryville Rd interchange ▪ El Mirage Rd interchange	$26.5	$45.9	$40.9	$5.0
I-10/Maricopa	▪ Local-Express Lanes from 32nd St to Baseline Rd ▪ +1 GP lane from Baseline Rd to Loop 202/Santan-South Mountain ▪ +1 GP Lane, +1 HOV Lane from Loop 202/Santan-South Mountain to Riggs Rd	$612.8	$817.5	$733.4	$84.1
I-17/Black Canyon	▪ +1 GP lane from AZ Canal to Loop 101/Agua Fria-Pima	$53.0	$128.3	$114.8	$13.5
US-60/Superstition	▪ +1 GP lane from Crismon Rd to Meridian Rd ▪ Meridian Rd interchange	$35.6	$39.0	$35.1	$3.9
Loop 101/Agua Fria	▪ +1 HOV Lane from I-10/Papago to US-60/Grand Ave ▪ +1 HOV Lane from US-60/Grand Ave to I-17/Black Canyon	$117.0	$128.8	$105.3	$23.5
Loop 101/Pima	▪ +1 GP Lane, +1 HOV Lane from I-17 to SR-51/Piestewa ▪ +1 GP Lane from SR-51/Piestewa to Princess Dr ▪ +1 GP Lane from Princess Dr to Shea Blvd ▪ +1 GP Lane from Shea Blvd to Loop 202/Red Mountain	$275.0	$379.1	$341.2	$37.9
Loop 101/Price	▪ +1 GP Lane from Baseline Rd to Loop 202/Santan	$51.0	$55.1	$52.3	$2.8
Loop 202/Red Mountain	▪ +1 GP Lane from Loop 101/Pima-Price to Gilbert Dr ▪ +1 HOV Lane from Gilbert Dr to Higley Rd ▪ +1 HOV Lane from Higley Rd to US-60/Superstition	$130.0	$150.3	$140.7	$9.6
Loop 202/Santan	▪ +1 HOV Lane from US-60/Superstition to Dobson Rd ▪ +1 HOV Lane from Dobson Rd to I-10/Maricopa ▪ DHOV Ramps at I-10 ▪ DHOV Ramps at Loop 101/Price	$162.4	$168.6	$151.7	$16.9
Loop 303	▪ +1 GP Lane from US-60/Grand Ave to I-17/Black Canyon (full construction)	$290.3	$335.4	$301.9	$33.5
SR-88/Apache Trail	▪ Spot improvements at Fish Creek Hill	$1.8	$1.7	$1.5	$0.2
	Totals:	**$1,755.4**	**$2,249.7**	**$2,018.8**	**$230.9**

Right-of-Way

ADOT estimates right-of-way costs for the corridors of the Regional Freeway and Highway Program using a formula based upon prevailing commercial and residential appraisals for the areas in which projects are constructed. After this estimate is developed, the costs are applied a contingency factor to account for the transaction of the property. The contingency is design to account for items such as, but not limited to, closing costs, title transfers, real estate fees, legal fees, and relocation expenses. Prior to 2005, ADOT Right-of-Way recommended a 40 percent contingency be applied to their estimates, based upon previous experiences for delivering the Regional Freeway Program under Proposition 300.

However, in 2005, the Phoenix Metropolitan Area experienced a significant increase in property values, especially in the residential sector. According to ADOT estimates, right-of-way costs increased more than 80 percent over baseline estimates. Given this considerable increase, and the difficulty in processing real estate transfers and relocations, ADOT Right-of-Way recommended the contingency be increased from 40 to 50 percent of the assessed value of the property. The combination of dramatic real estate value increases couple with the raise in contingency represented considerable increase in the Regional Freeway and Highway Program.

Starting in 2007, real estate values in the Phoenix metropolitan area began to decrease, significantly. Coupled with this decrease has been the residential "bubble burst" in housing values as over-valued properties and upwardly adjustable mortgages contributed to the largest decrease in real estate ever in the Valley. In fact, average residential property values are well below those seen in 2004 when Proposition 400 was approved by the voters of Maricopa County.

It is important to note that while residential values have decrease significantly, commercial properties have remain relatively steady in terms of growth in value. Commercial properties are predominant in areas where rights-of-way are sought for new freeways. Thus, an across the board reduction in overall right-of-way costs in the Regional Freeway and Highway Program was not included.

However, due to the much slower pace for real estate in the Valley overall, MAG believes it is appropriate for ADOT to lower the right-of-way contingency to 40 percent, which was used prior to 2005. This represents a seven percent (7%) decrease in right-of-way cost opinions. This reduction is reflected in the estimates along new freeway corridors and covers those estimates in the next section of this briefing paper.

System-wide Costs

Funding is provided in the Regional Freeway and Highway Program for non-project specific activities for program delivery. These system-wide costs are grouped in six areas covering items such as the Freeway Management System to Noise Walls to Design. In the 2003 Regional Transportation Plan, a budget of $987 million was identified to cover non-project specific costs.

Since the initiation of Proposition 400 in 2006, the non-project specific costs have risen dramatically to today's estimate of more than $1.5 billion, representing a greater than 50 percent increase. MAG is working with ADOT to lower these costs to be consistent with what was originally identified in the 2003 Regional Transportation Plan. The following table reflects these reductions.

Table 4
REDUCTIONS RECOMMENDED FOR SYSTEM-WIDE COSTS
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Item	Covers	RTP Cost Estimate	ADOT Cost Opinion	Revised Program Cost	Cost Savings
Freeway Management System	▪ Variable Message Signs ▪ Improved Communications ▪ Personnel Time	$116.8	$152.7	$116.8	$35.9
Maintenance	▪ Litter collection and education ▪ Landscaping ▪ General maintenance	$277.0	$302.1	$277.0	$25.1
Noise Mitigation	▪ Non-corridor specific mitigation ▪ Quiet Pavement Program	$75.0	$397.2	$75.0	$322.2
Right-of-Way	▪ ROW administration ▪ Advance purchases	$137.0	$137.0	$137.0	$ --
Design	▪ Design ▪ Environmental ▪ ADOT Staff	$372.2	$472.8	$372.2	$100.6
Minor Projects	▪ Arterial Improvements ▪ Freeway Service Patrol	$9.0	$52.9	$9.1	$43.8
	Totals:	**$987.0**	**$1,514.7**	**$987.1**	**$527.6**

Value Engineering

The Regional Freeway and Highway Program features construction of four new six-general purpose lane freeway corridors representing nearly 40 percent of the $9.4 billion 2003 budget for the Program. According to current ADOT cost opinions, the estimates for these corridors have more than doubled since 2003, to where construction of these corridors alone would account for more than 80 percent of the 2003 budget. The following table summarizes the costs associated with these new corridors.

Table 5
COMPARISON OF NEW FREEWAY CORRIDOR COST OPINIONS
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Corridor	Mileage	2003 RTP Cost Estimate	2009 ADOT Cost Opinion	Percent Increase
Loop 202/South Mountain	22.9	$1,067.0	$2,472.3	231%
Loop 303	40.0	$1,420.0	$2,995.2	211%
Arizona State Route 801 (Interstate 10 Reliever)	26.2	$805.0	$1,863.5	231%
SR-802/Williams Gateway	5.1	$325.0	$471.3	145%
Totals:	**94.2**	**$3,617.0**	**$7,803.3**	**216%**

MAG and ADOT conducted, with assistance from the Program's Management Consultants, more than 40 hours of meetings to identify potential cost saving measures throughout the Regional Freeway and Highway Program. A majority of the discussions from these meetings focused upon the new freeway corridors and their construction costs. The term "Value Engineering" is used to summarize options for reducing the costs by considering alternate designs, cross-sections, or interchange geometries. As part of the Tentative Scenario, The Value Engineering recommendations are made for two of the four new freeway corridors: Loop 202/South Mountain and Loop 303 to mitigate the gap between revenue and cost for the Regional Freeway Highway Program. The following discusses the Value Engineering applications.

Loop 202/South Mountain Freeway

Since its introduction in 1983, the South Mountain corridor has been planned as an important corridor for mobility throughout the Phoenix metropolitan area to provide a connection between the West and East Valleys south of the downtown. Although the corridor was a part of the original 1985 Proposition 300 Regional Freeway Program, and subsequently identified as 'unfunded' due to budget pressures in the early 1990s, planning for the corridor has continued since its original inception. The planning for the South Mountain corridor reached a high level when ADOT and the Federal Highway Administration (FHWA) began the federal Environmental Impact Statement (EIS) process in 2001.

The 2003 Regional Transportation Plan rejoined the South Mountain corridor into the Regional Freeway and Highway Program by providing funding for the freeway. With the certainty of funding for the corridor, the EIS process continued in the hopes of its completion and establishing a Record of Decision (ROD) (the conclusion of an EIS) by 2005. However, this process has not kept pace with the original schedule, and ADOT now anticipates a ROD on the corridor in early 2011.

It is important to understand the role that the EIS process plays in the South Mountain corridor. An EIS is prepared on transportation improvement projects when impacts on the natural and built environment are possible and there is a need for a mitigation plan. An EIS process and its concluding ROD are federally prescribed, and the final document will be a product of the FHWA. Given this importance, a completed EIS and ROD are necessary before ADOT can begin design and construction of the South Mountain corridor.

While ADOT cannot begin design and construction, the agency can, however, acquire right-of-way in the corridor using state and regional funds. ADOT has been using its hardship acquisition process for South Mountain right-of-way, and to date has spent more than $70 million for parcels throughout the corridor's 22.9 miles. The most significant locations where ADOT has obtained right-of-way, has been along the Pecos Rd segment of the corridor between 27th Avenue and Interstate 10/Maricopa in the Ahwatukee Foothills village of Phoenix.

The funding from the Regional Freeway and Highway Program for the South Mountain corridor was established at approximately $1.067 billion. As ADOT continued to plan for the facility after this estimate was made for the RTP, soaring construction and right-of-way costs, as well as scope growth, have increased the cost opinion for constructing the freeway to approximately $2.472 billion. In an assessment of the corridor, ADOT has identified the following items responsible for cost increases:

- Adopting the "Outside-in" cross-section for the entire corridor, where ultimate grading is completed and future corridor widening is accomplished in the median for up to four new travel lanes
- Constructing an additional structure at the 51st Avenue interchange
- Acquiring sufficient right-of-way at the SR-801 (Interstate 10 Reliever) Freeway interchange to allow for DHOV connections
- Replacing the 63rd Avenue, 51st Avenue, and 33rd Avenue overcrossings of Interstate 10 to facilitate multi-lane entrance and exit ramps at the South Mountain system interchange

Several value engineering options were considered as possibilities for reducing the cost of the South Mountain corridor. The following summarizes the four options considered.

Value Engineering Option: Facility Type

During the discussions with ADOT and Management Consultants, a number of options were identified for the South Mountain corridor, including alternative facility types. With acceptance of the Interstate 10-Hassayampa Valley Roadway Framework Study by Regional Council in early 2008, a new roadway concept, dubbed the "Arizona Parkway" has been introduced to the Valley. One of the suggestions from these discussions was the possibility of construction the South Mountain corridor as an Arizona Parkway.

The Arizona Parkway is facility capable of up to eight-lanes within 200-ft of right-of-way. It is based upon a principle of prohibiting left-turns at intersections and relegating that movement to a directional crossover ramp, where traffic makes a U-Turn in the median and then returns to the intersection and completes the movement with a right-turn. These facilities have been constructed extensively in other parts of the United States, specifically Michigan, and have been show to carry upwards to 120,000 vehicles daily in an eight-lane construction. Also, these facilities have been proven to have dramatically lower crash rates than conventional arterials where left-turn movements are allowed.

The premise of the alternative was to construct South Mountain as an eight-lane Arizona Parkway for its entire length between Interstate 10/Papago and Interstate 10/Maricopa Freeways. MAG conducted analyses of the alternative facility using its Travel Demand Model and found the corridor's 2030 volumes would range between 70,000 and 100,000 vehicles per day, well within the 120,000 capacity figure for a parkway. These forecast volumes are also well below the 140,000 to 180,000 vehicles per day a freeway would carry in the South Mountain corridor.

Given the differences between freeway and parkway, MAG studied the model results to determine that while the South Mountain corridor does carry the majority of the traffic, a fair amount is diverted off onto other arterial facilities. The most notable is Baseline Rd where traffic volumes could exceed 80,000 vehicles per day in some sections. This would require significant mitigation to the point where Baseline Rd may need to be as wide as 10-through lanes to accommodate the demand. In addition, MAG also discovered the travel time would increase substantially for the average trip in the South Mountain corridor, as the posted speed for a Parkway is recommended for 45 miles per hour, versus the 65 miles per hour limit for a freeway.

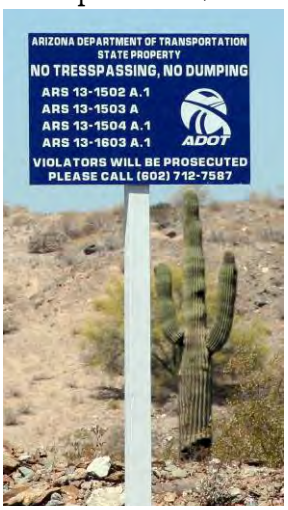
When congestion is factored in, the travel time in the South Mountain corridor would be almost double for a parkway than that of a freeway.

Based on this analysis, the consideration of using the Arizona Parkway concept for the South Mountain corridor was dropped from further consideration. The Value Engineering attention then focused upon two other options for reducing construction costs in the corridor.

Value Engineering: Reducing the Cross-Section

Proposition 300 Cross-Section, looking north at SR-51/Piestewa from Cactus Rd overcrossing.

The premise behind considering an Arizona Parkway construction had its basis in minimizing the impact of the South Mountain corridor's construction by narrowing its footprint. The current cost opinion of $2.472 billion for the corridor is based upon a cross-section known as "outside-in." In this cross-section, ADOT initially constructs the outside of the pavement first to allow the addition of future traffic lanes in the median of the freeway. ADOT has adopted this construction technique for all new freeway corridors in the belief that the widening of the roadway footprint minimizes construction costs and the need for structural walls if the freeway is widen to the outside.



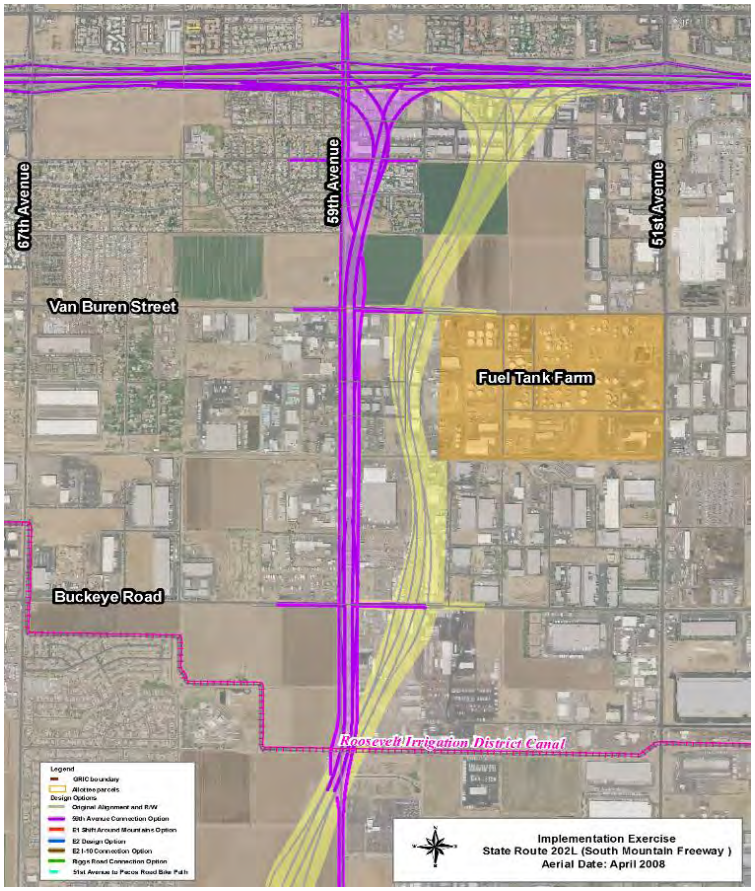
ADOT Right-of-Way signs along Pecos Road in Ahwatukee.

This cross-section is dramatically different from that used under Proposition 300 to build the three Loop 101 freeways, the SR-51/Piestewa extension (from Shea Blvd to Loop 101), and the two constructed Loop 202 freeways, Red Mountain and Santan. According ADOT's analysis, the outside-in construction represents an increase of $250 million for all 94-miles of new freeway construction that is part of the Regional Freeway and Highway Program. While this construction cost increase may seem relatively modest for a $9.4 billion Program, it does not account for the added rights-of-way needed for drainage and desired side slopes of the cross-section. These costs are considerable, especially in the South Mountain corridor, where ADOT has estimated the right-of-way need to be in excess of $1 billion.

Given the expenses the outside-in cross-section entails, the tentative scenario recommends that ADOT to return the South Mountain cross-section to that used in Proposition 300. ADOT has already studied this recommendation and has found several benefits for the corridor by using this "Proposition 300" cross-section. The most significant finding can be found in the Pecos Road corridor, where ADOT already owns approximately 95% of the land needed for the cross-section the agency acquired through its right-of-way hardship program.

Value Engineering: Alternative Alignment

During the evaluation process, additional methods to reduce costs in the South Mountain corridor were analyzed. Following this analysis, it was determined that an alternate design option is possible for accommodating the most expensive segment in the corridor: the link between Lower Buckeye Rd and the Interstate 10/Papago Freeway system interchange. The current proposal has the South Mountain corridor following a curve-linear alignment along this segment that transitions the corridor from approximately 61st Avenue at Lower Buckeye Rd to 55th Avenue at Interstate 10. This design brings the corridor close to an existing fuel tank farm located at Van Buren Street and 51st Avenue.



Design options for the South Mountain corridor segment between Lower Buckeye Rd and Interstate 10/Papago Freeway. The segment shaded in yellow represents the 55th Avenue alignment. The segment shaded in purple represents the 59th Avenue option recommended by MAG staff.

The key reason for a high cost opinion for this segment is the commercial real estate ADOT would need for right-of-way. After study and consultation with the City of Phoenix, the tentative scenario includes a recommendation to shift the South Mountain corridor connection with I-10 slightly to the west to 59th Avenue to take advantage of this corridor's existing right-of-way. It is also recommended that this design option consider a minimal footprint for the corridor allowing for only three general purpose lanes plus one HOV lane in each direction, as well as two general purpose lanes in each direction for frontage roads to provide for 59th Avenue local travel. This recommendation is similar to the proposal used to construct the Loop 101/Price Freeway segment between the US-60/Superstition and Loop 202/Santan Freeways. A depiction of this option is presented to the right.

After sharing this design concept with ADOT and the City of Phoenix, additional study by the project consultant for the South Mountain corridor identified several benefits for considering the 59th Avenue route. The first benefit is an estimated $130 million in construction savings for this option over the 55th Avenue design. This is realized from using an existing right-of-way along 59th Avenue and developing a tighter sys-

tem traffic interchange with Interstate 10. A second benefit is further separation of the corridor from the Fuel Tank Farm.

Value Engineering: Additional Items

MAG has recommended ADOT conduct a detailed value engineering of the drainage system throughout the corridor to decrease the need for additional right-of-way. Preliminary discussions with the project's management consultant suggest there could be as much as an additional $130 million in savings could be realized in the corridor with this analysis.

Value Engineering: Conclusions

Discussion about value engineering topics for the South Mountain corridor began in January 2009 between ADOT and MAG. The value engineering recommendations in the tentative scenario for the Program are under study. In recent cost opinions for the corridor reflecting these value engineering changes, ADOT has determined the cost reductions could be more than those cited in this briefing paper to where two significant additions can be added to its construction. First, by returning to the cross-section used under Proposition 300, it would be possible to include construction of HOV lanes along the entire length of the South Mountain corridor during the initial construction. The added cost for HOV construction is approximately $2.8 million per mile if completed at the time of initial construction versus the current cost of $5.0 million per mile if constructed at a later time.

In addition to HOV construction, the current ADOT cost opinion includes a bicycle-pedestrian path along the South Mountain freeway and in the right-of-way between 17th Avenue in Ahwatukee and 51st Avenue in Laveen. According to current estimates, construction of this path is approximately $15 million.

Given these value engineering recommendations, the cost opinion for the South Mountain corridor can be reduced from $2.47 billion to $1.90 billion. This represents approximately $570 million in savings. The following table summarizes the value engineering recommendations for the corridor.

Table 6
VALUE ENGINERING COST REDUCTIONS FOR
LOOP 202/SOUTH MOUNTAIN FREEWAY CORRIDOR
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

		Balance
	Current ADOT Cost Opinion:	$2,470.1
Reduced ROW Contingency and Construction Costs	-$204.1	$2,032.4
Reducing the cross-section footprint	-$105.2	$2,236.5
Incorporating the 59th Avenue design option	-$128.4	$2,341.7
Incorporating drainage value engineering	-$132.5	$1,900.0
	Total Cost Reduction:	**$570.1**

Loop 303 Freeway

Originally Loop 303 was part of the MAG Regional Plan in 1985, but dropped due to funding shortfalls. Prior to its reinstatement in the 2003 Regional Transportation Plan, the corridor underwent some development using local funding. Following the adoption of Regional Transportation Plan and voter approval of Proposition 400 in 2004, the design concept report and environmental studies for the corridor were completed. At this time, ADOT is constructing and interim four-lane facility between Happy Valley Rd and Interstate 17 in Peoria and Phoenix, and has hired the design consultants for the upgrade of the two-lane roadway to a six-lane freeway for the segment between Interstate 10 and US-60/Grand Avenue.

Loop 303 is a priority in the Regional Transportation Plan as it will provide service to a number of West Valley communities, which collectively represent a large area of growth in the MAG region. Communities in this area will need to be linked together and tied into the regional freeway network. In addition, if Loop 303 was not constructed, future growth would create traffic congestion along many arterials in the West Valley. This growth requires the high level of service that only a controlled-access facility, such as Loop 303, can provide.

The Regional Transportation Plan funds construction of Loop 303 as a six-lane freeway in three segments starting in Goodyear at the junction of MC-85 (Buckeye Rd) and the SR-801 (Interstate 10 Reliever) freeway north to Interstate 10. The second segment has been identified from Interstate 10 north to US-60/Grand Avenue, and passes through Goodyear, Glendale, and Surprise. The final segment continues from US-60/Grand Avenue north and east to meet Interstate 17 near Lone Mountain Road, serving Surprise, Peoria, and Phoenix.

The funding from the Regional Freeway and Highway Program for Loop 303 was established at approximately $1.420 billion. As ADOT continued to plan for the facility after this estimate was made for the RTP, soaring construction and right-of-way costs, as well as scope growth, have increased the cost opinion for constructing the freeway to approximately $2.995 billion. In an assessment of the corridor, ADOT has identified the following items responsible for cost increases:

- Adopting the "Outside-in" cross-section for the entire corridor, where ultimate grading is completed and future corridor widening is accomplished in the median for up to four new travel lanes
- Purchasing additional right-of-way, necessary to a recent court judgment that dedicated a portion of existing Loop 303 right-of-way back to original property owners
- Adding Frontage Roads along the freeway between Southern Avenue and Interstate 10
- Realigning Interstate 10 for approximately two-miles to either side of Loop 303 to accommodate a five-level interchange with local access to Citrus Road, Sarival Avenue, Van Buren Street, McDowell Road, and Thomas Road
- Constructing directional ramps for Northern Parkway

- Reconfiguring the Bell Road, Happy Valley Road, and Lone Mountain Road interchanges from a traditional diamond to single-point urban interchanges
- Reconfiguring the US-60/Grand Avenue interchange as a three-level single-point urban with provision for realigning the BNSF Railroad
- Adding new traffic interchanges at 67th Avenue and 43rd Avenue
- Reconfiguring the Interstate 17 interchange to allow the future construction of DHOV ramps

Several value engineering options were considered for reducing the cost of the South Mountain corridor. The following summarizes the four options considered.

Value Engineering: Reducing the Cross-Section

The current cost opinion of $2.995 billion for the Loop 303 corridor is based upon a cross-section known as "outside-in." In this cross-section, ADOT initially constructs the outside of the pavement first to allow the addition of future traffic lanes in the median of the freeway. ADOT has adopted this construction technique for all new freeway corridors in the belief that the widening of the roadway footprint minimizes construction costs and the need for structural walls if the freeway is widen to the outside.

This cross-section is dramatically different from that used for the freeways constructed under Proposition 300. According ADOT's analysis, the outside-in construction represents an increase of $250 million for all 94-miles of new freeway construction that is part of the Regional Freeway and Highway Program. While this construction cost increase may seem relatively modest for a $9.4 billion Program, it does not account for the added rights-of-way needed for drainage and desired side slopes of the cross-section. These costs are considerable, especially in the Loop 303 corridor, where ADOT has estimated the right-of-way need to be in excess of $800 million.

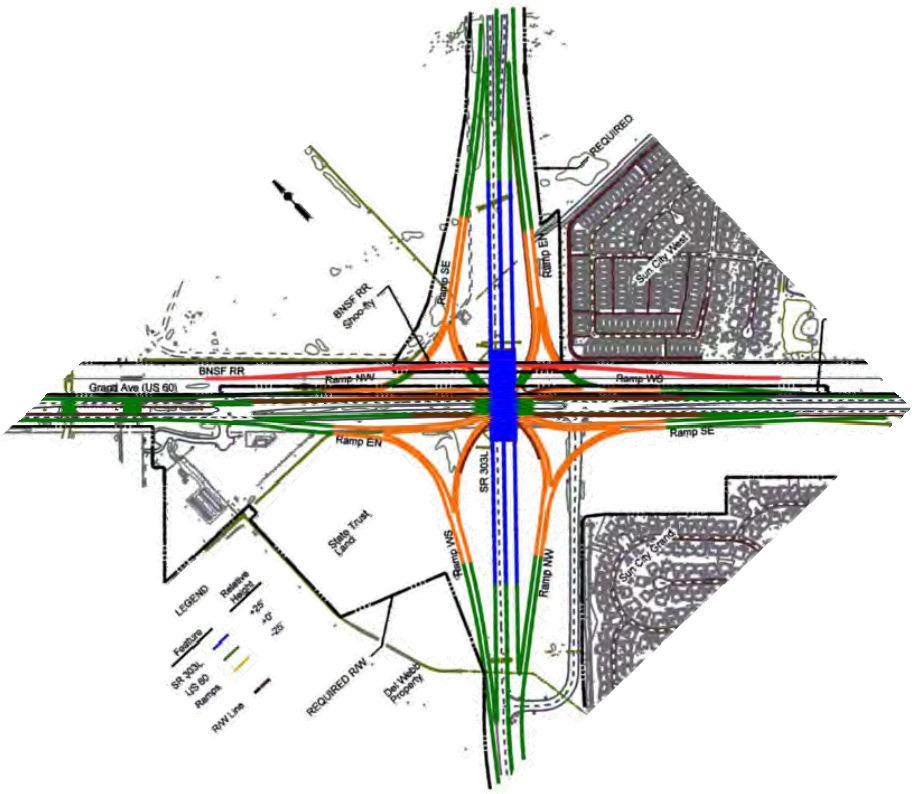
Given the expenses the outside-in cross-section entails, the tentative scenario recommends that the Loop 303 cross-section be that used in Proposition 300.

Value Engineering: US-60/Grand Avenue Interchange

In the Regional Transportation Plan, the assumption was that the Loop 303/US-60 interchange would be a typical two-level local access interchange. Since the BNSF Railroad is adjacent to Grand Avenue, the interchange configuration was revised during the design concept report process to a three level stacked single-point urban interchange ("Stacked SPUI") to allow ramps to pass underneath the railroad. Additional retaining walls and structures are required to allow the ramps to pass beneath the railroad and Grand Avenue. Current ADOT cost opinions for this interchange are approximately $200 million.

Recognizing the importance of this interchange, several value engineering options to reduce the current cost opinion were examined. The most significant design requirement for this interchange is to avoid the BNSF Railroad. The current design does just that, at considerable expense that involves relocation of the railroad to construct overcrossings of the ramp movements.

Since late 2007, MAG, the City of Surprise, ADOT, and the Maricopa County Department of Transportation have been conducting an access management plan for US-60 between SR-74 and Loop 303. During development of this plan, considerable study and alternatives were considered for the 163rd Avenue interchange to US-60, approximately a half-mile west of the Loop 303 interchange. These alternatives included optional configurations for the Loop 303 interchange. One proposal, in particular, considered the possibility of Loop 303 as a two-level interchange as originally conceived in the Regional Transportation Plan.



Three-level "Stacked SPUI (Single Point Urban Interchange)" proposal for Loop 303/US-60.

The two-level interchange option studied in the access management plan for Loop 303/US-60 is known a partial cloverleaf, illustrated to the right. In this option, all movements between the freeway (Loop 303) and the arterial (US-60) are completed to one side of the arterial. The appeal of this design is the ability for it to completely avoid interference with the BNSF Railroad that is adjacent to Grand Avenue. Upon further analysis of the future travel demand by the study team, it was discovered that the resulting two at-grade ramp intersections with US-60 would operate during the evening peak hour at Level of Service (LOS) D[1] in the 2030 horizon. An evening peak hour LOS D meets the City of Surprise LOS standards.

When the cost opinions for this partial cloverleaf were developed, MAG determined that this configuration would cost approximately $50 million. This figure represents a $150 million savings over the three-level stacked SPUI configuration.

[1] Level of Service is qualitative term used by transportation engineers and planners to assess the traffic operations of a facility during a given period of time, such as the evening peak hour (which typically occurs between 4:30 and 5:30 p.m. on weekdays in the Phoenix metropolitan area). The scale ranges from LOS A to LOS F, representing free-flow to congested conditions, respectively. Most Valley communities target LOS D for their evening peak hour traffic operation, which represents a steady flow of traffic and minimal congested periods. LOS assessments are determined using capacity analysis techniques identified by the current edition of the Highway Capacity Manual, published by the Transportation Research Board.

It is important to note that the Design Concept Report for the Loop 303 corridor did consider a partial cloverleaf alternative at the US-60 interchange. This alternative was dismissed; primarily because it exceeded a LOS C target that was being sought for traffic operations in the corridor.

Given the data related to the partial cloverleaf geometry, MAG recommends it construction as a value engineering item to reduce Loop 303 construction costs. However, this recommendation is made with the following conditions. First, the partial cloverleaf recommendation is offered as an interim condition for the interchange. Future travel conditions should be monitored, and the right-of-way maintained on the north side of Grand Avenue, to allow the eventual construction of the three-level stacked SPUI if traffic volumes warrant. This interim condition means construction of the Loop 303 overcrossings of US-60 and the BSNF railroad in their final location that would allow construction of the ultimate configuration and minimize throw-away. Second, MAG recommends deferring the $150 million savings to Phase V of the RTP as a placeholder for this construction.

Partial cloverleaf option for the Loop 303/US-60 interchange.

Value Engineering: Interstate 10/Papago Freeway Interchange

The RTP Regional Freeway and Highway Program has identified six new system interchanges for new freeway-to-freeway connections. The base assumption used in the RTP estimates for these interchanges was that two lane directional ramps would be used for half the ramps, and one lane directional ramps for the other half. The base assumptions also assumed that frontage roads would not be provided to restore local access in the vicinity of system interchanges as well.

The recommended configuration of the Loop 303/Interstate 10 interchange is for five levels that will require the Interstate 10 mainline be realigned for approximately two-miles to avoid impacting adjacent residential development. The configuration recommends half-diamond interchanges be provided on Interstate 10 at Sarival Avenue and Citrus Drive, and two-lane frontage roads constructed along to provide access between these two interchanges. Northbound and southbound frontage roads would also be constructed along Loop 303 between Thomas Road and Buckeye Road to replace the local access currently provided by Cotton Lane. This includes the Cotton Lane/Interstate 10 interchange.

ADOT's current cost opinion for this interchange is recommended for $760.4 million, which encompasses $251.1 million for right-of-way, $24.3 million for design, and $485.0 million for construction. The analysis of this opinion places the cost of the Loop 303/Interstate 10 system interchange as the most expensive traffic interchange on the Regional Freeway System. This cost surpasses that of the junction of US-60/Loop 202 in Mesa, also known as the Super-red-tan interchange, which had been the most costly interchange at $250 million in 2006. For another comparison, the current cost opinion is three times that of the US-93/Hoover Dam Bypass structure between Arizona and Nevada that is presently under construction for $240 million (scheduled for completion in 2010).

Recent discussions with ADOT and a review of the construction and right of way cost assumptions for the project resulted in a revised cost opinion of $518 million. The revised right of way estimate is $150 million, construction is $341 million, and the cost of the design is $27 million. Even with the revised cost estimates, this project is still significantly higher cost than comparable projects. At this point, ADOT has hired the

final designer for the traffic interchange, and has begun an extensive value engineering process to reduce the costs. The tentative scenario for mitigating the $6.6 billion gap in the Regional Freeway and Highway Program targets a reduction of $370 million. This target reduces the cost of the Loop 303/Interchange 10 interchange from $760.4 million to $390.4 million.

Value Engineering: Defer MC-85/SR-801 to Interstate 10 Segment

While discussed in another section of this briefing paper, the tentative scenario includes the recommended full deferral of the SR-801 corridor from Phase IV to Phase V of the RTP. The intent for this segment of Loop 303 and SR-801, in the context of the Regional Transportation Plan, is to provide a continuous freeway connection alternative between SR-202L/South Mountain and Interstate 10/Papago Freeways. Without the SR-801 corridor, this intent does not exist. Thus, the recommendation is made to defer this segment from Phase III to Phase V of the RTP. This deferral of $240 million helps mitigate the $6.6 billion deficit in the program.

Although deferred, it is important that the final design and eventual construction of the Interstate 10 interchange be conducted in a manner that allows for its eventual construction to the south. The project development efforts for this segment of Loop 303, including design, be continued.

Value Engineering: Additional Items

MAG has recommended ADOT conduct a detailed value engineering of the drainage system throughout the corridor to decrease the need for additional right-of-way. Preliminary discussions with the project's management consultant suggest there could be as much as an additional $100 million in savings could be realized in the corridor with this analysis.

Value Engineering: Conclusions

The following table summarizes the principal value engineering recommendations and their cost savings in the Loop 303 corridor. Given these recommendations, the Program budget for Loop 303 can be reduced from $2.995 billion to $1.950 billion. Despite the reductions, the tentative scenario for the Regional Freeway and Highway Program includes an increase of $520 million for funding the Loop 303 corridor as new 34-mile six-lane freeway between the Interstate 10/Papago and Interstate 17/Black Canyon Freeways.

Table 7
COST REDUCTIONS FOR LOOP 303 FREEWAY CORRIDOR
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

		Balance
	Current ADOT Cost Opinion:	$2,995.2
Construct Partial Cloverleaf option for US-60/Grand Avenue interchange	-$150.0	$2,845.2
Incorporate value engineering decisions for the Interstate 10 interchange	-$370.0	$2,475.2
Reduced ROW Contingency and Construction Costs throughout corridor	-$185.0	$2,290.2
Defer Construction MC-85/SR-801 to Interstate 10 Segment	-$240.0	$2,050.2
Incorporating drainage value engineering	-$100.0	$1,950.2
	Total Cost Reduction:	**$1,045.0**

Northern Parkway Interchange Proposal

The Loop 303 Design Concept Report was completed in coordination with the studies conducted for future Northern Parkway. The report identifies the need for a system interchange along Loop 303 at the future parkway. It illustrates this connection as a three level fully directional interchange to provide access between the two facilities. The design concept for this interchange was recently modified to incorporate a potential future connection to the west as identified in the Interstate 10-Hassayampa Valley Roadway Framework Study.

While the Regional Transportation Plan illustrates a connection between the two facilities, it does not identify funding for the interchange. Thus, the Loop 303 design plans allow for the purchase of right-of-way for the directional interchange and provide an interim connection to the interim construction of Northern Parkway that is presently envisioned by the City of Glendale.

Given the importance of Northern Parkway in the West Valley, a new project in Phase V of the RTP Regional Freeway and Highway Program in included to complete the directional ramp connections. Additional study is needed, and underway, to determine when this connection is needed.

Deferrals

Together, the savings from management strategies and value engineering amount to $2.5 billion, or 38 percent towards mitigating the $6.6 billion gap in the Program. Despite these efforts, the tentative scenario includes project deferrals to meet the remaining 62% of the deficit.

Although these projects are recommended for deferral, they are not removed from the Regional Transportation Plan but rather are included in a new Phase V, representing FY2027 through FY2030. This new Phase V will be included in the Regional Transportation Plan 2010 Update currently under development. The deferral recommendations are based on the several criteria discussed below.

High Occupancy Vehicle (HOV) Lanes

A primary theme in the tentative scenario is the construction of high occupancy vehicle (HOV) lanes wherever possible. Since their introduction along the Interstate 10/Papago Freeway in 1988, HOV lanes have been consistently planned throughout the Phoenix metropolitan area for all freeway corridors. These lanes have demonstrated their purpose for the region and have proven vital for multi-modal operations. The following discussion provides the reasoning behind the recommendation to build-out the HOV system.

- As part of that multi-modal operation, HOV lanes are an important part of day-to-day transit operations. HOV lanes are intended to provide a travel time savings for high occupancy vehicles, including buses, compared to vehicles traveling in the general purpose lanes. With an HOV network, transit services in the Valley receive federal credits for subsidizing their operations. The greater the mileage of the HOV network, the more federal credits an agency can receive.
- In addition to their people carrying capacity, HOV lanes also have purpose in air quality planning. The Environmental Protection Agency considers HOV lanes as transportation control measures (TCM) for improving air quality. In metropolitan planning areas with a non-attainment air quality designation, the EPA mandates constructing a TCM, such as HOV lanes.
- All freeways built under Proposition 300 were constructed in anticipation of the eventual addition of HOV lanes in the future. Two design features were incorporated into freeways built under Proposition 300 for their eventual addition. First, all freeway overcrossing structures were initially

constructed with a deck that could restriped for HOV lanes. Second, the roadways were constructed with sufficient width and an open median.

- Since the implementation of Proposition 400, HOV lane construction has proven to be the some of the most cost-effective projects. During Phase I of Proposition 400, all HOV projects along SR-51/Piestewa (north of Shea Blvd to Loop 101) and Loop 101/Pima-Price (from SR-51 to Loop 202/Santan) have been developed within the budgets identified in the Regional Freeway and Highway Program.
- HOV lane construction enhances safety. The open median construction does have known safety issues on freeways with six or more lanes. To enhance safety, ADOT has installed cable barriers in the open medians on all Valley freeways to improve safety. However, these barriers do not prevent all vehicle crossovers compared to a median with a permanent concrete barrier dividing traffic operations. The HOV construction remedies this situation by building the barrier.

In the tentative scenario, all HOV lane projects identified in the Regional Freeway and Highway Program with the exception of one are included. The exception is for the Interstate 17 segment from SR-74/Carefree Highway to Anthem Way. ADOT is presently underway with a project on this segment to add a general purpose lane in each direction, thereby widening Interstate 17 to six-lanes. According to the latest travel demand estimates from the MAG model, the average volume for this segment of Interstate 17 is anticipated to be 109,000 vehicles per day by 2030. This translates to an acceptable Level of Service (LOS) D for this segment, suggesting the six general purpose lanes should be sufficient to accommodate projected demand.

General Purpose Lanes

After HOV lanes, deferring additional general purpose lanes for portions of Loop 101, Loop 202, and SR-51 were considered taking into account the RTP priorities and the projected traffic volumes and level of service. In most cases, the added general purposes lanes that are in the fourth phase (FY2021-FY2026) of the Program are deferred. In some corridors, projects identified in the third phase (FY2016-FY2020) are also recommended for deferral to deal with the Program deficit.

The following table summarizes the travel demand data that was used to identify deferred general purpose lane projects. The table includes travel demand data and has been sorted in order from highest volume to lowest. Corresponding level of service (LOS) assessments are also provided to denote the LOS for the segment under the RTP ten-lane condition, and the LOS for the segment if two-lanes are removed (one in each direction).

Level of Service (LOS) is qualitative term used by transportation engineers and planners to assess the traffic operations of a facility during a given period of time, such as the evening peak hour (which typically occurs between 4:30 and 5:30 p.m. on weekdays in the Phoenix metropolitan area). The scale ranges from LOS A to LOS F, representing free-flow to congested conditions, respectively. Most Valley communities target LOS D for their evening peak hour traffic operation, which represents a steady flow of traffic and minimal congested periods. LOS assessments are determined using capacity analysis techniques identified by the current edition of the Highway Capacity Manual, published by the Transportation Research Board.

Table 8
2028 TRAVEL DEMAND ESTIMATES BY CORRIDOR SEGMENTS TO ASSESS PROJECT DEFERRAL OF GENERAL PURPOSE LANES
Regional Freeway and Highway Program

Corridor	Segment	2028 Forecast Volume*	Program Number of Lanes**	Level of Service	Less One Lane**	Level of Service	Deferral?
Loop 101/Pima	Shea Blvd to SR-202L/Red Mountain	232,900	10	E	8	F	No
Loop 101/Price	SR-202L/Red Mountain to Baseline Rd	222,000	10	D	8	F	No
Loop 101/Price	Baseline Rd to SR-202L/Santan	221,800	10	D	8	F	No
Loop 101/Pima	Princess Dr to Shea Blvd	205,700	10	D	8	F	No
Loop 101/Pima	SR-51/Piestewa to Princess Dr	205,600	10	D	8	E	No
Loop 202/Red Mountain	Loop 101/Price-Pima to Gilbert Dr	203,700	10	D	8	E	No
Loop 101/Pima	I-17/Black Canyon to SR-51/Piestewa	200,900	10	D	8	E	No
Loop 202/Santan	Val Vista Dr to Dobson Rd	177,600	10	D	8	D	Yes
Loop 202/Santan	Dobson Rd to Interstate 10/Maricopa	174,400	10	C	8	D	Yes
Loop 101/Agua Fria	US-60/Grand to I-17/Black Canyon	172,200	10	C	8	D	Yes
Loop 202/Red Mountain	Gilbert Dr to Higley Rd	166,200	10	C	8	D	Yes
SR-51/Piestewa	Shea Blvd to SR-101L/Pima	158,600	10	C	8	D	Yes
Loop 101/Agua Fria	I-10/Papago to US-60/Grand	154,100	10	C	8	D	Yes
Loop 202/Santan	US-60/Superstition to Val Vista Dr	139,900	10	C	8	D	Yes
Loop 202/Red Mountain	Higley Rd to US-60/Superstition	131,900	10	C	8	C	Yes

*Average segment volume, computed by modeled vehicle-miles traveled divided by distance
**Includes HOV lanes
Data source: Volumes obtained from MAG Travel Demand Volume. LOS assessment based on methods for urban planning from the *Highway Capacity Manual,* Transportation Research Board, 2000 and *Quality/Level of Service Handbook*, Florida Department of Transportation, 2002.

As noted in the table, the top seven segments, in terms of forecast volume, would degrade to either LOS E or LOS F if their general purpose lane projects were deferred. Therefore, these projects are included in the tentative scenario for balancing the $6.6 billion gap in the RTP Regional Freeway and Highway Program, and recommends deferring the remaining projects to Phase V of the RTP.

Corridors

Of the four new freeway corridors identified in the RTP, value engineering principles were applied to two corridors to reduce their costs and mitigate the gap in the Program. The remaining two corridors, Arizona State Route 801 (known as the Interstate 10 Reliever) and SR-802/Williams Gateway Freeway, are recommended for complete or significant deferrals. The following discusses the reasoning behind these recommendations.

Arizona State Route 801

The Regional Transportation Plan funds the development of a reliever facility for the Southwest Valley: a six-lane freeway corridor parallel to and south of the existing Interstate 10. As studies for the Reliever facility began after voter approval of Proposition 400, ADOT assigned Arizona State Route 801 as the designa-

tion for the corridor. The RTP identifies construction of SR-801 in phases, with the initial phase fully funded for the segment between Loop 303 and Loop 202/South Mountain Freeway. Between SR-85 and Loop 303, an interim facility, presumably a two-lane roadway, is included in the RTP.

The funding from the Regional Freeway and Highway Program for SR-801 was established at approximately $805 million. As ADOT continued to plan for the facility after this estimate was made for the RTP, soaring construction and right-of-way costs, as well as scope growth, have increased the cost opinion for constructing the freeway to approximately $1.864 billion. In an assessment of the corridor, ADOT has identified the following items responsible for cost increases:

- Adopting the "Outside-in" cross-section for the entire corridor, where ultimate grading is completed and future corridor widening is accomplished in the median for up to four new travel lanes
- Expanding the design of the Loop 303 interchange to facilitate overcrossings of the Union Pacific Railroad
- Incorporating a mile long structure for the SR-801 overcrossing of the Agua Fria River
- Expanding the Loop 202/South Mountain Freeway interchange to allow for a connections to Broadway Road and Rio Salado Parkway, and to permit a future DHOV connection

Construction of SR-801 has been identified as a Phase IV project in the RTP Regional Freeway and Highway Program. The current Freeway Life-Cycle Program identifies construction of the freeway between FY2023 and FY2025. Given this relatively late priority for constructing SR-801 and the high cost of completing the facility, SR-801 is included in the projects recommended for deferral to Phase V of the RTP.

With this deferral, planning efforts for the corridor should continue. This includes:

- Completing the SR-801 Environmental Assessment that is presently underway in the corridor to establish a center-line for the roadway for preservation purposes; and
- Maintaining a budget for advance right-of-way acquisition.

SR-802/Williams Gateway Freeway

The RTP Regional Freeway and Highway Program includes the Williams Gateway Freeway corridor as a new six lane freeway from Loop 202/Santan Freeway that extends south to Williams Gateway Airport, and then east to the Pinal County line. Within Pinal County, and not funded as part of the RTP, the facility would extend east to US-60 south of Apache Junction. Since voter approval of Proposition 400, ADOT has begun studies for this corridor and has designated the corridor as Arizona State Route 802.

The funding from the Regional Freeway and Highway Program for SR-802 was established at approximately $325 million. As ADOT continued to plan for the facility after this estimate was made for the RTP, soaring construction and right-of-way costs, as well as scope growth, have increased the cost opinion for constructing the freeway to approximately $471.3 million. In an assessment of the corridor, ADOT has identified the following items responsible for cost increases:

- Adopting the "Outside-in" cross-section for the entire corridor, where ultimate grading is completed and future corridor widening is accomplished in the median for up to four new travel lanes
- Providing movements in all directions at Ellsworth Road, instead of the half-interchange concept that was originally considered

Construction of SR-802/Williams Gateway corridor is identified as a Phase III project in the RTP. Presently, ADOT has underway studies for establishing an interim roadway between Loop 202/Santan and Ellsworth Road. This project would construct the system interchange at Loop 202. Given this level of effort, and the third phase placement of the project in the RTP, the tentative scenario includes the construction of the interim facility to Ellsworth Road.

The remaining segments of the corridor would be deferred. The remaining segments were identified and programmed in the RTP in anticipation of funding source identified for the portion of the facility in Pinal County. Since the adoption of the RTP in 2003, that funding source has not been identified, nor is it likely to be anytime soon given the current economic conditions at the time of this briefing paper. Without an extension of SR-802 into Pinal County, the freeway would end at Meridian Road, a facility that would not be capable of handling the end of six-lane freeway.

Like SR-801, ADOT should complete the Environmental Assessment for SR-802 to establish the center-line and maintain a budget for early right-of-way acquisition. This permits the eventual construction of the freeway in Phase V of the RTP.

Arizona State Route 85

This two-lane highway travels in a north-south direction in the southwest Valley, extending from Interstate 8 in Gila Bend to Interstate 10 in Buckeye. Along this segment, SR-85 is a major link for automobile and truck traffic traveling between the two interstates. This segment is also signed as a bypass route for Interstate 10 traffic traveling around Phoenix. Travel demand for SR-85 has been increasing steadily, taxing the capacity of the two-lane facility.

To address these needs, the RTP Regional Freeway and Highway Program funds the widening of SR-85 between Interstates 8 and 10 to a four-lane divided highway facility at $118.6 million. The Plan also states that the design of this facility should allow for the ultimate construction to a freeway; but that effort is not funded in the RTP.

Since voter approval of Proposition 400, ADOT has begun planning and design efforts in the corridor and has established a cost opinion of $251.0 million. Increasing construction costs and scope growth has accounted for the increases, which include:

- Realignments of SR-85, State Route B8, Maricopa Road, and Main Street in Gila Bend
- Added structures throughout the corridor

Through FY2010, ADOT has obligated approximately $142.5 million for construction in the corridor. The remaining projects should be deferred to Phase V of the RTP. Additional planning is needed in the SR-85 corridor to coordinate future improvements.

Direct HOV (DHOV) Connections

New Direct HOV connections (DHOV) are planned at a number existing freeway-freeway interchanges to enhance the HOV system connectivity. These locations were identified in a previous HOV System Plan and incorporated into the 2003 Regional Transportation Plan at the following six interchanges:

- SR-51/Loop 101 (Piestewa/Pima), from SR-51 on the south to/from Loop 101 on the east
- Interstate 17/Loop 101 (Black Canyon/Agua Fria), from I-17 on the south to/from Loop 101 on the west

- Interstate 10/Loop 101 (Papago/Agua Fria), from Loop 101 on the north to/from I-10 on the west
- US-60/Loop 202 (Superstition/Santa), from US-60 on the west to/from Loop 202 on the south
- Loop 101/Loop 202 (Price/Santan), from Loop 202 on the east to/from Loop 101 on the north
- Interstate 10/Loop 202 (Maricopa/Santan), from Loop 202 on the east to/from I-10 on the north

With the exception of Interstate 10/Loop 101 (Papago/Agua Fria) and Interstate 17/Loop 101 (Black Canyon/Agua Fria), all of the existing system interchanges have been designed to accommodate DHOV connections that have been included in the RTP. Although early in the study process, ADOT has noted how building these ramps will require significant reconstruction of the existing interchanges. Given this information, the two DHOV projects are recommended for deferral. The studies to determine the feasibility and construction costs should be completed however.

A third DHOV connection, at the US-60/Loop 202 (Superstition/Santan) interchange, should also be deferred. From travel demand modeling data, the projected volumes using this ramp are the lowest of the six DHOV ramp locations. In an effort to bridge the $6.6 billion gap in the Program, this location is deferred to the Phase V of the RTP.

Service Interchanges Deferrals

New service interchange projects would provide a new traffic interchange, or modify an existing traffic interchange on an existing freeway to improve access and mobility. The RTP Regional Freeway and Highway Program included 15 projects for either new or improved traffic interchanges throughout the freeway system. These locations are:

- Interstate 10/Papago at Bullard Avenue, new interchange
- Interstate 10/Papago at Perryville Rd, new interchange
- Interstate 10/Papago at El Mirage Rd, new interchange
- Interstate 10/Maricopa at Ray Rd, improve existing interchange
- Interstate 10/Maricopa at Chandler Heights Rd, new interchange
- Interstate 17/Black Canyon at Jomax Rd, new interchange
- Interstate 17/Black Canyon at Dixileta Dr, new interchange
- Interstate 17/Black Canyon at Dove Valley Rd, new interchange
- US-60/Superstition at Higley Rd, improve existing interchange
- US-60/Superstition at Lindsay Rd, new half interchange – ramps to/from US-60 on the east
- US-60/Superstition at Meridian Rd, new half interchange – ramps to/from US-60 on the east
- Loop 101/Agua Fria at Bethany Home Rd, new interchange
- Loop 101/Agua Fria at Beardsley Rd, new interchange
- Loop 101/Pima at 64th St, new interchange
- Loop 202/Red Mountain at Mesa Dr, new interchange

Since voter approval of Proposition 400, ADOT has moved forward nine of these interchanges. Of the nine, five are open to traffic and another four are under construction with all completed by the end of 2010. For the remaining six interchanges, ADOT has either begun or will begin the planning, environmental, and design process for four locations.

The remaining two service interchange locations are in the City of Mesa at US-60/Superstition and Lindsay Road and Loop 202/Red Mountain and Mesa Drive. In consultation with the City, MAG is recommending deferral of both service interchanges to Phase V of the RTP.

US-60/Grand Avenue Interchanges

This state highway, US-60, extends diagonally from the core of the urban area to the northwest corner of the MAG region. Grand Avenue provides a direct connection to communities in the northwest Valley. Because Grand Avenue is aligned diagonally across the regional grid and is parallel to the BNSF Railroad, it has a number of problem intersections. In the past, a number of Grand Avenue intersections have been addressed in the Life Cycle Program through construction of grade-separated interchanges. The RTP Regional Freeway and Highway Program calls for additional grade-separated interchanges and widening improvements south of Loop 303 to Van Buren St.

Phase IV of the RTP provides funding for the grade-separated interchanges between Loop 101 and Van Buren St at locations to be determined. Recent studies have recommended that the intersections at 19th Avenue-McDowell Rd be reconfigured for grade separation, and that the existing grade separations at 35th Avenue-Indian School Road and 51st Avenue-Bethany Home Road be improved as considered. ADOT is scheduled to begin a study process for this RTP segment, from Loop 101 to Van Buren Street, starting in FY2011.

Given their priority in Phase IV of the RTP, and that the actual project has not been fully defined, the tentative scenario includes a recommendation to defer construction of the grade separated interchanges to Phase V. The ADOT studies should move forward to provide better definition for Grand Avenue corridor projects. As these projects are defined, alternate funding sources, such as federal rail crossing safety funds, could be pursued that could be incorporated into the funding stream to improve US-60.

Right-of-Way Deferrals

The RTP identifies funding in Phase IV to provide for right-of-way protection in two corridors: SR-74, from New River to US-60/Grand Avenue, and Loop 303, south of the Gila River to Patterson Road. In long range plans both of these corridors are recommended to become freeways to facilitate future growth. In view of the funding shortfall and the fourth phase priorities, these efforts are deferred to Phase V of the RTP.

Deferral Summary

Table 9 presents summarizes all projects recommended for deferral to Phase V of the RTP Regional Freeway and Highway Program. The total value of the deferrals is $4.125 billion. The table also identifies the phase the project is deferred from, and ADOT obligations through FY2010 to account for the efforts conducted to-date on these projects. Even though these projects are being recommended for deferral, they are not removed nor deleted from the Regional Transportation Plan.

Table 9
REDUCTION FROM PROJECT DEFERRALS BY CORRIDOR
(COSTS IN MILLIONS)
Regional Freeway and Highway Program

Corridor	Projects (Phase)	RTP Costs	2009 ADOT Cost Opinion	Portions obligated thru FY2010	Cost Reduction
I-10/Papago	▪ +1 GP Lane from SR-85 to Verrado Way (IV)	$61.8	$50.5	--	$50.5
I-10/Maricopa	▪ Local-Express Lanes from 32nd St to SR-51/Piestewa and Loop 202/Red Mountain (IV)	--	$496.3	--	$496.3
I-17/Black Canyon	▪ +1 HOV Lane from SR-74/Carefree Hwy to Anthem Way (IV) ▪ +1 GP Lane from Anthem Way to New River Rd (IV)	$77.5	$122.4	--	$122.4
US-60/Grand Ave	▪ Grade separated interchanges for up to four locations (IV)	$97.0	$97.0	--	$97.0
US-60/Superstition	▪ Lindsay Rd interchange (II)	$4.6	$8.8	--	$8.8
SR-51/Piestewa	▪ +1 GP Lane from Shea Blvd to Loop 101/Pima (IV)	$51.0	$81.7	--	$81.7
Loop 101/Agua Fria	▪ +1 GP Lane from I-10/Papago to US-60/Grand Ave (IV) ▪ DHOV Ramps to/from I-10/Papago on the East (IV) ▪ +1 GP Lane from US-60/Grand Ave to I-17/Black Canyon (IV) ▪ DHOV Ramps to/from I-17/Black Canyon on the South (IV)	$319.0	$477.4	$17.2	$460.2
Loop 202/Red Mountain	▪ Mesa Drive interchange (IV) ▪ + 1 GP Lane from Gilbert Rd to Higley Rd (IV) ▪ + 1 GP Lane from Higley Rd to US-60/Superstition (IV) ▪ DHOV Ramps to/from US-60/Superstition on the West (IV)	$151.6	$231.5	--	$231.5
Loop 202/Santan	▪ +1 GP Lane from US-60/Superstition to Val Vista Rd (IV) ▪ +1 GP Lane from Val Vista Rd to Dobson Rd (IV) ▪ +1 GP Lane from Dobson Rd to I-10/Maricopa (IV)	$195.0	$268.7	$1.1	$267.6
SR-801	▪ Interim 2-lanes, SR-85 to Loop 303 (IV) ▪ New Freeway, +3 GP Lanes, Loop 303 to Loop 202/South Mountain (IV)	$805.0	$1,863.5	$25.0	$1,838.5
SR-802/Williams Gateway	▪ Ultimate facility, +3 GP Lanes, Loop 202/Santan to Ellsworth Rd (III) ▪ New Freeway, +3 GP Lanes, Ellsworth Rd to Meridian Rd (III)	$170.0	$316.0	--	$316.0
SR-74/Carefree Hwy	▪ ROW Protection for future freeway (IV)	$40.0	$40.0	--	$40.0
SR-85	▪ Ultimate freeway facility, Interstate 8 to Interstate 10 (III-IV)	$118.6	$257.2	$142.5	$114.7
	Totals:	**$2,029.3**	**$4,311.0**	**$185.8**	**$4,125.2**

Deferral Policy Consideration

With the introduction of deferrals, a policy will be needed for future Plan updates in the event additional funding is available in the Program through either higher future revenues or lower costs. One element of the policy would be that as projects are deferred to Phase V, the original priority of the project in RTP would be maintained to ensure that the projects deferred from an early phase would have priority for the additional funds.

Likewise, another element could be to capture any cost savings in a corridor and use the savings to complete the deferred projects in the same corridor. For example, if the construction bids for the Loop 303 between

Interstates 10 and 17 come in under the program amount, then may be reasonable to consider applying those savings to build the ultimate interchange of the Loop 303 and Grand Avenue, upgrade of the interchange at Northern Avenue, or the deferred segment between MC-85/SR-801 and Interstate 10.

Stay the Course

In November 2008, MAG and ADOT convened a peer review panel of industry experts to study the inner loop freeway system and provide advice on current project proposals. The panel's principal recommendations include:

- Packaging future projects to minimize impacts to the Interstate 10/Interstate 17 "Stack" interchange; and
- Improving the utility of the Interstate 17 freeway south and west of Downtown Phoenix as an alternative to the deck park tunnel along Interstate 10.

These remarks are timely as planning for Interstate 17 is underway to determine the future of a facility nearing the end of its service life. In view of these comments, the following recommendations for this tentative scenario were developed as part of the "stay the course" principle:

- In the current program, approximately $1 billion has been identified for improving Interstate 17 between the Interstate 10 "Stack" interchange and the Arizona Canal north of Downtown Phoenix. A portion of this funding is spread to improve Interstate 17 from the Interstate 10 "Split" interchange to the Interstate 10 "Stack" interchange. When coupled with project north of the Arizona Canal, a continuous four general purpose lanes plus one HOV lane facility would be created from the Interstate 10 "Split" interchange and the Loop 101/Agua Fria-Pima Freeways.
- Repackage improvements along the Interstate 10/Papago Freeway from Loop 101 to Interstate 17 to improve the merging traffic conditions departing the Interstate 17 "Stack" interchange and facilitate the merging traffic movements from Loop 202/South Mountain at 59th Avenue. This repackaged project is recommended to not exceed the $79 million budget initially identified for the corridor in the Regional Freeway and Highway Program.
- In addition to the recommendations from the Peer Review Panel, the tentative scenarios includes $30 million to accommodate improvements recommended by Phoenix Department of Aviation for the Interstate 10/Sky Harbor Boulevard interchange west of the airport. Aviation staff has noted how the current design may be inadequate in anticipation of potential heightened security measures required for the airport by the Department of Homeland Security.

These stay the course recommendations are presented to improve the application of funding for the Regional Freeway and Highway Program in urban core of the Phoenix metropolitan area. With the exception of the additional funding request for the Interstate 10/Sky Harbor Boulevard interchange, no increase or decrease is recommended in funding for these projects.

Conclusions and Recommendations

With project deferrals representing more than 60 percent of the effort to bridge the gap in the Regional Freeway and Highway Program, measures need to be taken to monitor the Program to identify opportunities for restoring the deferred projects to an early phase for construction. These include:

- Continual monitoring of available revenues for funding the Program. In previous favorable economic times, Regional Area Road Funds (the half-cent sales tax) exceeded projections, creating extra funding. When favorable times return, these potential revenues should be used to construct the deferred projects.
- Incorporate future federal funding into the Regional Freeway and Highway Program. In 1991 and 1997, the federal surface transportation program (also known as the Highway Bill) was renewed and expanded with funding by the federal government, which translated into additional transportation funds for the MAG region. MAG in turn used the funds to bridge the gap in the previous Proposition 300 program and return projects to an earlier phase and construction. This scenario is highly likely in the near future as the current surface transportation program is scheduled to end in September 2009 and renewed thereafter.
- Identify opportunities for projects in deferred corridors to be alternately funded. In the current Arizona legislative session there has been considerable interest in passing legislation with the purpose of permitting Public-Private Partnerships (PPP) for infrastructure construction. However, most PPP opportunities are only considered by private sector investment when a project or corridor has been cleared environmentally. The environmental assessment process for both the SR-801 and SR-802/Williams Gateway corridors should be completed to clear them from an environmental perspective and to identify the centerline for each corridor.
- Determine the possibility of using other federal funding sources and strategies for completing deferred projects. For example rail safety funds may be available to the MAG region for constructing the deferred grade separated interchanges along US-60/Grand Ave due to its close proximity to the BNSF Railroad.
- Working with ADOT to continually identify methods for delivering the project in a more effective manner. As a critical part of this tentative scenario, MAG and ADOT staff have generated value engineering decisions for the Loop 202/South Mountain and Loop 303 Freeway corridors resulting in approximately $1.7 billion in savings to the Program. This process should continue periodically as the Regional Freeway and Highway Program is updated in the future.
- Continue to work with MAG member agencies to preserve future rights-of-way for new corridors. As ADOT completes its environmental studies for future freeway corridors, efforts should be made to actively coordinate acquisitions with affected stakeholders and to identify the most economical manner for obtaining right-of-way. And, as these costs may again escalate in the future, ADOT should incorporate a tighter urban design profile for future corridors allowing the facility to be constructed in the least amount of right-of-way possible.

In addition to potentially returning projects to an earlier phase, value engineering and other improved project delivery approaches will be an essential part of scaling deferred projects to fit within the funding forecasted to be available in Phase V of the RTP.

Tentative Scenario Summary Tables

Table 1 – Regional Freeway and Highway Program – By Corridor

Table 2 – Regional Freeway and Highway Program – By Phase

RTP Phases:
Phase I - FY2006-FY2010
Phase II - FY2011-FY2015
Phase III - FY2016-FY2020
Phase IV- FY2021-FY2026

Table 1 - Regional Freeway and Highway Program - By Corridor

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Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
INTERSTATE 10/PAPAGO										
SR-85 to SR-303L	GP	Add one lane in each direction; Sarival Ave to Verrado Way	5.0	IV	$ 44.2	$ 46.9	Improvements underway Funded by ARRA Scheduled completion in Fall 2011	**$ 29.9**	$ 29.9	$ -
SR-85 to SR-303L	GP	Add one lane in each direction; Verrado Way to SR-85	7.0	IV	$ 61.8	$ 50.5	**Defer general purpose lane widening from Verrado Way to SR-85 to future phase**	**$ -**	$ -	$ -
SR-303L to Dysart Rd	TI	Construct Bullard Ave interchange	-	I	$ 9.2	$ 13.7	Construction finished Open to traffic	**$ 9.7**	$ 9.7	$ -
SR-303L to Dysart Rd	GP, HOV	Add two general purpose lanes and one HOV lane in each direction	5.0	II	$ 54.0	$ 109.4	Improvements underway Scheduled completion in Fall 2011	**$ 109.4**	$ 109.4	$ -
SR-303L to Dysart Rd	TI	Construct Perryville Rd interchange	-	II	$ 9.2	$ 23.4	Move forward with present plans Lower cost opinion due to recent bids	**$ 21.1**	$ -	$ 21.1
Dysart Rd to SR-101L	GP, HOV	Add one general purpose and one HOV lane in each direction	6.0	II	$ 57.0	$ 63.3	Improvements underway Scheduled completion in Fall 2011	**$ 61.7**	$ 61.7	$ -
Dysart Rd to SR-101L	TI	Construct El Mirage Rd interchange	-	IV	$ 17.3	$ 22.5	Move foreward with present plans Lower cost opinion due to recent bids	**$ 19.8**	$ -	$ 19.8
SR-101L/Agua Fria to I-17/Black Canyon	GP	Add one lane in each direction	7.0	I	$ 79.0	$ 424.0	Repackage project to match RTP funding; Reprogram construction to match timing of SR-202L/South Mountain connection at 59th Avenue	**$ 79.0**	$ 17.2	$ 61.8
		Totals for Interstate 10/Papago Corridor:			$ 331.7	$ 753.7		**$ 330.5**	$ 227.9	$ 102.6
INTERSTATE 10/MARICOPA										
SR-51 to 40th St (CD Roads)	GP	Add General Purpose Lanes	3.0	II	$ 120.0	$ -	**Defer general purpose lane construction to future phase** Retain budget for reconstruction of West PHX Sky Harbor traffic interchange for security purposes	**$ 30.0**	$ -	$ 30.0
40th St to Baseline Rd (CD Roads)	GP, HOV	Construct Local-Express Lane system, consisting of: - Reconstruct SR-143 interchange - Add two general purpose lanes in each direction - Add one HOV lane in each direction	6.0	I	$ 380.0	$ 495.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 446.1**	$ 18.1	$ 428.0
Baseline Rd to SR-202L/Santan	GP	Add one lane in each direction Reconstruct I-10 approach to US-60/Superstition system interchange	6.0	II	$ 53.0	$ 234.1	Move forward with present plans Lower cost opinion due to recent bids	**$ 202.4**	$ 8.1	$ 194.3
SR-202L/Santan to Riggs Rd	HOV	Add one HOV lane in each direction	6.0	II	$ 23.0	$ 34.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 31.1**	$ -	$ 31.1
SR-202L/Santan to Riggs Rd	GP	Add one lane in each direction	6.0	II	$ 23.0	$ 34.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 31.1**	$ 0.2	$ 30.9
SR-202L/Santan to Riggs Rd	TI	Construct Chandler Heights Rd interchange	-	IV	$ 13.8	$ 25.4	Move forward with present plans Lower cost opinion due to recent bids	**$ 22.9**	$ -	$ 22.9
		Totals for Interstate 10/Maricopa Corridor:			$ 612.8	$ 823.5		**$ 763.4**	$ 26.4	$ 737.1

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Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
INTERSTATE 17/BLACK CANYON										
I-10/Maricopa (Split) to I-10/Papago (Stack)	HOV	Add one HOV lane in each direction	7.0	III	$ 77.0	$ 81.5	Segment in need of rehabilitation, improvements to include: - Add one HOV lane in each direction - Add one GP lane in each direction - Improve service interchange ramp connections and I-17 Frontage Roads	**$ 400.0**	$ 4.5	$ 395.5
I-10/Papago (Stack) to Arizona Canal	GP	Add General Purpose Lanes (number unspecified and to be determined from study)	7.0	III	$ 1,000.0	$ 962.3	Revise design plan to include: - Add one GP lane in each direction - Improve service interchange ramp connections and I-17 Frontage Roads	**$ 600.0**	$ 2.3	$ 597.7
Arizona Canal to SR-101L/Agua Fria and Pima Fwys	GP	Add one lane in each direction	6.0	II	$ 53.0	$ 135.1	Move forward with present plans Lower cost opinion due to recent bids	**$ 121.6**	$ 6.8	$ 114.8
SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	GP, HOV	Add one general purpose and one HOV lane in each direction	9.0	I	$ 169.0	$ 330.6	Improvements underway Scheduled completion in Spring 2010	**$ 330.6**	$ 330.6	$ -
SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	TI	Construct Jomax Rd and Dixileta Rd interchanges	-	I	$ 27.6	$ 41.2	Construction finished Opened to traffic	**$ 41.2**	$ 41.2	$ -
SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	TI	Construct Dove Valley Rd interchange Advanced by the City of Phoenix	-	IV	$ 18.4	$ 22.7	Construction underway Scheduled completion in Summer 2010	**$ 22.7**	$ 22.7	$ -
SR-74/Carefree Hwy to Anthem Way	GP, HOV	Add one general purpose and one HOV lane in each direction	5.0	IV	$ 72.0	$ 117.9	Improvements underway - Add one GP lane in each direction - Funded by ARRA - Scheduled completion in Fall 2010 **Defer urban section and HOV lanes to Future Phase**	**$ 16.8**	$ 16.8	$ -
Anthem Way to New River Rd	GP	Add one lane in each direction	3.0	IV	$ 26.0	$ 25.0	**Defer to future phase**	**$ -**	$ -	$ -
		Totals for Interstate 17/Black Canyon Corridor:			$ 1,443.0	$ 1,716.2		**$ 1,532.8**	$ 424.8	$ 1,108.0
US-60/GRAND AVE										
SR-303L to SR-101L/Agua Fria	GP	Add one lane in each direction	10.0	I	$ 39.0	$ 51.2	Move forward with present plans Lower cost opinion due to recent bids	**$ 51.2**	$ 51.2	$ -
SR-303L to SR-101L/Agua Fria	GP	Construct up to two additional grade separated traffic interchanges at locations to be determined	10.0	II	$ 64.0	$ 63.2	Move forward with present plans Lower cost opinion due to recent bids	**$ 63.2**	$ -	$ 63.2
SR-101L/Agua Fria to Van Buren St	GP	Add one lane in each direction 83rd Ave to 99th Ave Spot Improvements throughout corridor in Glendale and Phoenix	11.0	I	$ 30.0	$ 48.7	Move forward with present plans Plans ready to bid	**$ 48.7**	$ 48.7	$ -
SR-101L/Agua Fria to Van Buren St	GP	Construct at-grade intersection improvements at locations to be determined	11.0	II	$ 20.0	$ 23.3	Move forward with present plans Lower cost opinion due to recent bids	**$ 23.3**	$ 23.3	$ -
SR-101L/Agua Fria to Van Buren St	TI	Construct up to three additional arterial grade separated traffic interchanges at locations to be determined	11.0	IV	$ 97.0	$ 97.0	**Defer to future phase**	**$ -**	$ -	$ -
		Totals for US-60/Grand Ave Corridor:			$ 250.0	$ 283.5		**$ 186.5**	$ 123.2	$ 63.2

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Regional Transportation Plan
TENTATIVE SCENARIO

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US-60/SUPERSTITION										
I-10 to SR-101L/Price Fwy	GP	Add one lane in each direction	4.5	I	$ 9.0	$ 25.0	Improvements underway Scheduled completion in Fall 2010	**$ 25.0**	$ 25.0	$ -
SR-101L/Price to Val Vista Dr	TI	Construct Lindsay Rd interchange with ramps to/from West	-	II	$ 4.6	$ 8.8	**Defer to future phase**	**$ -**	$ -	$ -
Val Vista Dr to Power Rd	GP, HOV	Add two general purpose lanes and one HOV lane in each direction	4.0	I	$ 85.0	$ 96.0	Construction finished Open to traffic	**$ 96.0**	$ 96.0	$ -
Crismon Rd to Meridian Rd	HOV	Add one HOV lane in each direction	2.0	III	$ 31.0	$ 30.2	Move forward with present plans Lower cost opinion due to recent bids	**$ 27.2**	$ -	$ 27.2
Crismon Rd to Meridian Rd	TI	Construct Meridian Rd interchange with ramps to/from West	-	II	$ 4.6	$ 8.8	Move forward with present plans Lower cost opinion due to recent bids	**$ 7.9**	$ -	$ 7.9
		Totals for US-60/Superstition Corridor:			$ 134.2	$ 168.8		**$ 156.1**	$ 121.0	$ 35.1
US-93										
Yavapai County to Wickenburg	GP	Construct interim Wickenburg Bypass	3.4	I	$ 24.0	$ 31.6	Improvements underway Scheduled completion in Spring 2010	**$ 31.6**	$ 31.6	$ -
		Total for US-93 Corridor:			$ 24.0	$ 31.6		**$ 31.6**	$ 31.6	$ -
SR-51/PIESTEWA										
SR-101L/Pima to Shea Blvd	HOV, DHOV	- Add one HOV lane in each direction - Construct direct HOV ramp to SR-101L/Pima on the east	6.0	I	$ 52.0	$ 51.3	Construction finished Open to traffic	**$ 51.3**	$ 51.3	$ -
SR-101L/Pima to Shea Blvd	GP	Add one lane in each direction	6.0	IV	$ 51.0	$ 81.7	**Defer to future phase**	**$ -**	$ -	$ -
		Totals for SR-51/Piestewa Corridor:			$ 103.0	$ 133.0		**$ 51.3**	$ 51.3	$ -
LOOP 101/AGUA FRIA										
MC-85 to Interstate 10	GP	Construct improvements along 99th Ave	-	I	$ -	$ 4.0	Improvements Underway Scheduled completion in 2010	**$ 4.0**	$ 4.0	$ -
I-10 to US-60/Grand Ave	TI	Complete Bethany Home Rd interchange with ramps to/from North	-	I	$ 10.0	$ 9.4	Construction finished Open to traffic	**$ 9.4**	$ 9.4	$ -
I-10 to US-60/Grand Ave	HOV	Add one HOV lane in each direction	10.0	III	$ 53.0	$ 53.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 48.2**	$ -	$ 48.2
I-10 to US-60/Grand Ave	GP	Add one lane in each direction	10.0	IV	$ 85.0	$ 150.4	Obligated funds are for: - Frwy Management Sys construction - Improvmnts at Olive, Northern **Defer GP Lanes to Future Phase**	**$ 14.4**	$ 14.4	$ -
I-10 to US-60/Grand Ave	DHOV	Construct Direct HOV Ramp to/from I-10/Papago on East	-	IV	$ 60.0	$ 68.1	**Defer to future phase**	**$ -**	$ -	$ -
US-60/Grand Ave to I-17	TI	Construct Beardsley Rd-Union Hills Rd interchange	-	II	$ 24.8	$ 28.8	Improvements underway Scheduled completion in Spring 2011	**$ 28.8**	$ 28.8	$ -
US-60/Grand Ave to I-17	HOV	Add one HOV lane in each direction	12.0	IV	$ 64.0	$ 64.2	Move forward with present plans Lower cost opinion due to recent bids	**$ 57.8**	$ -	$ 57.8
US-60/Grand Ave to I-17	GP	Add one lane in each direction	12.0	IV	$ 102.0	$ 177.8	Obligated funds are for: - Frwy Management Sys construction - Improvmnts at Thunderbird **Defer GP Lanes to Future Phase**	**$ 2.8**	$ 2.8	$ -
US-60/Grand Ave to I-17	DHOV	Construct Direct HOV Ramp to/from I-17/Black Canyon on the South	-	IV	$ 72.0	$ 81.1	**Defer to future phase**	**$ -**	$ -	$ -
		Totals for Loop 101/Agua Fria Corridor:			$ 470.8	$ 637.3		**$ 165.3**	$ 59.4	$ 105.9

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Table 1 - Regional Freeway and Highway Program - By Corridor

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Regional Transportation Plan
TENTATIVE SCENARIO

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LOOP 101/PIMA										
I-17 to SR-51	HOV	Add one HOV lane in each direction	7.0	II	$ 37.0	$ 37.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 33.8**	$ 5.4	$ 28.3
I-17 to SR-51	GP	Add one lane in each direction	7.0	IV	$ 59.0	$ 93.5	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 84.1**	$ 5.5	$ 78.7
SR-51 to Princess Dr	TI	Construct 64th St interchange	-	I	$ 16.6	$ 31.4	Construction finished Will open after 64th St is complete	**$ 31.4**	$ 31.4	$ -
SR-51 to Princess Dr	HOV	Add one HOV lane in each direction	6.0	II	$ 29.0	$ 18.8	Construction finished Open to traffic	**$ 18.8**	$ 18.8	$ -
SR-51 to Princess Dr	GP	Add one lane in each direction	6.0	IV	$ 51.0	$ 86.0	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 77.4**	$ 0.5	$ 76.9
Princess Dr to Shea Blvd	HOV	Add one HOV lane in each direction	4.0	I	$ 22.0	$ 16.4	Construction finished Open to traffic	**$ 16.4**	$ 16.4	$ -
Princess Dr to Shea Blvd	GP	Add one lane in each direction	4.0	IV	$ 34.0	$ 54.4	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 49.0**	$ -	$ 49.0
Shea Blvd to SR-202L/Red Mtn	HOV	Add one HOV lane in each direction	11.0	I	$ 61.0	$ 46.0	Construction finished Open to traffic Includes Chaparral improvements	**$ 46.0**	$ 46.0	$ -
Shea Blvd to SR-202L/Red Mtn	GP	Add one lane in each direction	11.0	II	$ 94.0	$ 107.7	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 96.9**	$ -	$ 96.9
		Totals for Loop 101/Pima Corridor:			$ 403.6	$ 491.6		**$ 453.6**	$ 123.9	$ 329.8
LOOP 101/PRICE										
SR-202L/Red Mtn to Baseline Rd	HOV	Add one HOV lane in each direction	4.0	I	$ 22.0	$ 18.2	Improvements underway Scheduled completion in Fall 2009	**$ 18.2**	$ 18.2	$ -
Baseline Rd to SR-202L/Santan	HOV	Add one HOV lane in each direction	6.0	I	$ 31.0	$ 25.9	Improvements underway Scheduled completion in Fall 2009	**$ 25.9**	$ 25.9	$ -
Baseline Rd to SR-202L/Santan	GP	Add one lane in each direction	6.0	IV	$ 51.0	$ 58.1	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 52.3**	$ -	$ 52.3
		Totals for Loop 101/Price Corridor:			$ 104.0	$ 102.2		**$ 96.4**	$ 44.1	$ 52.3

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TENTATIVE SCENARIO

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SR-143/HOHOKAM										
McDowell Rd to I-10/Maricopa	TI	Not identified in 2003 RTP Funding transferred to SR-143 from deleted SR-153 Sky Harbor Expwy	3.8	I	$ -	$ 36.6	Improvements identified as - Reconstruct Sky Harbor Blvd/SR-202S interchange to complete access to/from SR-143 on the south - Widen SR-143 overcrossing of Salt River as needed Move forward with present plans Lower cost opinion due to recent bids	**$ 36.6**	$ 36.6	$ -
		Totals for SR-143/Hohokam Corridor:			$ -	$ 36.6		**$ 36.6**	$ 36.6	$ -
LOOP 202/RED MOUNTAIN										
I-10/SR-51 to Rural Rd	GP	Add general purpose lanes	7.0	I	$ 67.0	$ 178.1	Improvements underway Scheduled completion Spring 2011	**$ 178.1**	$ 178.1	$ -
Rural Rd to SR-101L	GP	Add general purpose lanes	2.0	I	$ 39.0	$ 48.8	Improvements underway Scheduled completion Spring 2011	**$ 48.8**	$ 48.8	$ -
SR-101L to Gilbert Rd	HOV	Add one HOV lane in each direction	6.0	I	$ 32.0	$ 27.4	Improvements underway Scheduled completion Spring 2011	**$ 27.4**	$ 27.4	$ -
SR-101L to Gilbert Rd	GP	Add one lane in each direction	6.0	II	$ 51.0	$ 75.8	Move forward with present plans Lower cost opinion due to recent bids	**$ 68.2**	$ -	$ 68.2
SR-101L to Gilbert Rd	TI	Construct Mesa Dr interchange with ramps to/from West	-	IV	$ 4.6	$ 15.0	**Defer to future phase**	**$ -**	$ -	$ -
Gilbert Rd to Higley Rd	HOV	Add one HOV lane in each direction	5.0	III	$ 27.0	$ 27.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 24.3**	$ -	$ 24.3
Gilbert Rd to Higley Rd	GP	Add one lane in each direction	5.0	IV	$ 42.0	$ 57.8	**Defer to future phase**	**$ -**	$ -	$ -
Higley Rd to US-60/Superstition	HOV	Add one HOV lane in each direction	10.0	IV	$ 52.0	$ 53.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 48.2**	$ -	$ 48.2
Higley Rd to US-60/Superstition	GP	Add one lane in each direction	10.0	IV	$ 85.0	$ 136.0	**Defer to future phase**	**$ -**	$ -	$ -
Higley Rd to US-60/Superstition	DHOV	Construct Direct HOV Ramp to/from US-60/Supersition on the West	-	IV	$ 20.0	$ 22.7	**Defer to future phase**	**$ -**	$ -	$ -
		Totals for Loop 202/Red Mountain Corridor:			$ 419.6	$ 642.2		**$ 395.1**	$ 254.4	$ 140.7
LOOP 202/SANTAN										
US-60/Superstition to Val Vista Rd	HOV	Add one HOV lane in each direction	11.0	IV	$ 55.0	$ 58.9	Move forward with present plans Lower cost opinion due to recent bids	**$ 53.0**	$ -	$ 53.0
US-60/Superstition to Val Vista Rd	GP	Add one lane in each direction	11.0	IV	$ 93.0	$ 128.9	**Defer to future phase**	**$ -**	$ -	$ -
Val Vista Rd to Dobson Rd	HOV	Add one HOV lane in each direction	7.0	II	$ 40.0	$ 37.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 33.8**	$ -	$ 33.8
Val Vista Rd to Dobson Rd	GP	Add one lane in each direction	7.0	IV	$ 59.0	$ 82.0	Obligated funds are for Lindsay Rd to Gilbert Rd multi-modal path improvement **Defer GP Lanes to Future Phase**	**$ 1.1**	$ 1.1	$ -
Dobson Rd to I-10/Maricopa Fwy	HOV, DHOV	Add one HOV lane in each direction Construct Direct HOV Ramp to/from Interstate 10 on the north	5.0	II	$ 47.0	$ 49.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 44.6**	$ -	$ 44.6
Dobson Rd to I-10/Maricopa Fwy	DHOV	Construct Direct HOV Ramp to/from SR-101L/Price on the North	-	III	$ 20.4	$ 22.7	Move forward with present plans Lower cost opinion due to recent bids	**$ 20.4**	$ -	$ 20.4
Dobson Rd to I-10/Maricopa Fwy	GP	Add one lane in each direction	5.0	IV	$ 43.0	$ 57.8	**Defer to future phase**	**$ -**	$ -	$ -
		Totals for Loop 202/Santan Corridor:			$ 357.4	$ 437.3		**$ 152.8**	$ 1.1	$ 151.7

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RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
LOOP 202/SOUTH MOUNTAIN										
I-10/Papago Fwy to I-10/SR-202L Santan	GP	Construct new freeway, 3 general purpose lanes in each direction	22.0	II	$ 1,067.0	$ 2,472.3	Move forward with freeway plans for corridor, to include: - HOV Lane in each direction - Narrow cross-section matching Proposition 300 program construction - Alignment along 59th Avenue between Buckeye Rd and I-10 - Reconfigured I-10 interchange to allow for future DHOV access to/from East - Bicycle/Pedestrian Trail between 17th Ave and 51st Ave - Lower cost opinion due to recent bids	**$ 1,900.0**	$ 61.3	$ 1,838.7
		Totals for Loop 202/South Mountain Corridor:			$ 1,067.0	$ 2,472.3		**$ 1,900.0**	$ 61.3	$ 1,838.7
LOOP 303										
Riggs Rd to SR-801/MC-85	GP	Provide for ROW protection for extension of Loop 303 corridor	-	IV	$ -	$ 50.0	**Defer to future phase**	**$ -**	$ -	$ -
SR-801/MC-85 to Interstate 10	GP	Construct new freeway, 3 general purpose lanes in each direction	5.0	III	$ 230.0	$ 390.2	**Defer to future phase** Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Goodyear	**$ -**	$ -	$ -
Interstate 10/Papago to US-60/Grand Ave	GP	Construct new freeway, 3 general purpose lanes in each direction	15.0	II	$ 545.0	$ 1,872.0	Obligated funds are for advance construction of Bell Rd, Cactus Rd, and Waddell Rd interchanges and ROW Move forward with freeway plans for corridor to include: - Narrow cross-section matching Proposition 300 program construction - Tighter construction of I-10 system interchange - interim construction of US-60 interchange - Lower cost opinion due to recent bids	**$ 1,196.4**	$ 112.1	$ 1,084.3
US-60/Grand Ave to Interstate 17	GP	Construct interim facility, 2 general purpose lanes in each direction	18.0	I	$ 354.8	$ 347.6	Interim 4-l facility under construction Scheduled completion in 2011	**$ 347.6**	$ 347.6	$ -
US-60/Grand Ave to Interstate 17	GP	Expand interim facility with one general purpose lane in each direction; finish freeway traffic interchanges	18.0	II	$ 290.3	$ 335.4	Move forward with present plans Lower cost opinion due to recent bids	**$ 301.9**	$ -	$ 301.9
		Totals for Loop 303 Corridor:			$ 1,420.0	$ 2,995.2		**$ 1,845.9**	$ 459.7	$ 1,386.2

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RTP Phases:
Phase I - FY2006-FY2010
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Phase III - FY2016-FY2020
Phase IV- FY2021-FY2026

Table 1 - Regional Freeway and Highway Program - By Corridor

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

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Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
ARIZONA STATE ROUTE 801 (Interstate 10 Reliever)										
SR-85 to SR-303L	GP	Construct interim facility, 1 general purpose lane in each direction	11.0	IV	$ 83.0	$ 211.0	**Defer to future phase** Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Buckeye and Goodyear	**$ -**	$ -	$ -
SR-303L to Avondale Blvd	GP	Construct new freeway, 3 general purpose lanes in each direction	7.0	IV	$ 352.2	$ 790.5	**Defer to future phase** Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Goodyear and Avondale	**$ 13.5**	$ 13.5	$ -
Avondale Blvd to SR-202L/South Mountain	GP	Construct new freeway, 3 general purpose lanes in each direction	6.0	IV	$ 369.8	$ 862.0	**Defer to future phase** Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Avondale and Phoenix	**$ 11.5**	$ 11.5	$ -
		Totals for SR-801 Corridor:			$ 805.0	$ 1,863.5		**$ 25.0**	$ 25.0	$ -
SR-802/WILLIAMS GATEWAY										
SR-202L to Ellsworth Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	2.0	III	$ 155.0	$ 235.3	Obligated funds are for advance ROW acquisition Move forward with plans for Interim four-lane construction only (includes interchange with SR-202L/Santan) Lower cost opinion due to recent bids **Defer ultimate construction to Future Phase**	**$ 183.4**	$ 28.3	$ 155.1
Ellsworth Rd to Meridian Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	3.0	III	$ 170.0	$ 236.0	**Defer to future phase** Finish Environmental Assessment and Design Concept Report efforts for entire corridor (including extension in Pinal County to US-60/SR-79) for ROW preservation by Mesa	**$ -**	$ -	$ -
		Totals for SR-802/Williams Gateway Corridor:			$ 325.0	$ 471.3		**$ 183.4**	$ 28.3	$ 155.1
SR-74/CAREFREE HIGHWAY										
US-60/Grand Ave to SR-303L	GP	Construct passing lanes west of Lake Pleasant	25.1	I	$ -	$ 15.1	Improvements Underway Scheduled completion in 2010	**$ 10.1**	$ 10.1	$ -
SR-303L to I-17	GP	Provide for ROW protection for future Lake Pleasant Fwy corridor	5.4	IV	$ -	$ 40.0	**Defer to future phase** Conduct future Environmental Assessment and Design Concept Report for freeway corridor ROW preservation by Peoria and Surprise	**$ -**	$ -	$ -
		Totals for SR-74/Carefree Highway Corridor:			$ -	$ 55.1		**$ 10.1**	$ 10.1	$ -

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Regional Transportation Plan
TENTATIVE SCENARIO

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
SR-85										
Interstate 8 to Hazen Rd	GP	Convert existing facility into four-lane divided highway	29.2	I	$ 43.6	$ 98.5	Corridor improvements underway between Hazen Rd and Maricopa Rd ADOT cost opinion includes first phase of system interchange with Interstate 8 **Defer future improvements, including Interstate 8 interchange, to future phase**	**$ 78.5**	$ 78.5	$ -
Hazen Rd to Interstate 10	GP	Convert existing facility into four-lane divided highway	5.6	I	$ 74.9	$ 152.5	Improvements underway Scheduled completion in 2011 **Defer full freeway section buildout between Hazen Rd and Interstate 10 to future phase**	**$ 64.0**	$ 64.0	$ -
		Totals for SR-85 Corridor:			$ 118.6	$ 251.0		**$ 142.5**	$ 142.5	$ -
SR-87										
Gila County to Shea Blvd	GP	Construct spot improvements to corridor as needed	33.7	I	$ 38.2	$ 49.2	Improvements from Tonto Nat'l Forest Boundary to Dos S Ranch Rd identified Includes new Four Peaks Rd interchange Move forward with present plans Lower cost opinion due to recent bids	**$ 49.2**	$ 49.2	$ -
		Totals for SR-87 Corridor:			$ 38.2	$ 49.2		**$ 49.2**	$ 49.2	$ -
SR-88/APACHE TRAIL										
Pinal County to Gila County	GP	Construct spot improvements to corridor as needed	33.4	I	$ 1.8	$ 1.7	Improvements at Fish Creek Hill identified Move forward with present plans Lower cost opinion due to recent bids	**$ 1.5**	$ 1.5	$ -
		Totals for SR-88/Apache Trail Corridor:			$ 1.8	$ 1.7		**$ 1.5**	$ 1.5	$ -

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TENTATIVE SCENARIO

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
SYSTEM-WIDE/FREEWAY MANAGEMENT SYSTEM				flowing as smoothly as possible. Efforts in this system-wide category include providing for additional variable message signs,						
Freeway Management System	S/W	Phase I Expenditures	-	I	$ 7.5	$ 9.8	Efforts underway Scheduled completion in FY2010	**$ 9.8**	$ 9.8	$ -
Freeway Management System	S/W	Phase II Expenditures	-	II	$ 18.1	$ 23.6	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 17.7**	$ -	$ 17.7
Freeway Management System	S/W	Phase III Expenditures	-	III	$ 41.9	$ 54.8	Reprogram cost opinion to match the original RTP estimate for Phase III	**$ 41.0**	$ -	$ 41.0
Freeway Management System	S/W	Phase IV Expenditures	-	IV	$ 49.3	$ 64.5	Reprogram cost opinion to match the original RTP estimate for Phase IV	**$ 48.3**	$ -	$ 48.3
		Totals for S/W Freeway Management System Program:			$ 116.8	$ 152.7		**$ 116.8**	$ 9.8	$ 107.0
SYSTEM-WIDE/MAINTENANCE				education, landscaping, and other work items to maintain the condition of the Regional Freeway System.						
Landscaping, Liter, Maintenance	S/W	Phase I Expenditures	-	I	$ 47.9	$ 52.2	Efforts underway Scheduled completion in FY2010	**$ 52.2**	$ 52.2	$ -
Landscaping, Liter, Maintenance	S/W	Phase II Expenditures	-	II	$ 67.8	$ 73.9	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 66.5**	$ -	$ 66.5
Landscaping, Liter, Maintenance	S/W	Phase III Expenditures	-	III	$ 76.8	$ 83.8	Reprogram cost opinion to match the original RTP estimate for Phase III	**$ 75.4**	$ -	$ 75.4
Landscaping, Liter, Maintenance	S/W	Phase IV Expenditures	-	IV	$ 84.5	$ 92.1	Reprogram cost opinion to match the original RTP estimate for Phase IV	**$ 82.9**	$ -	$ 82.9
		Totals for S/W Maintenance Program:			$ 277.0	$ 302.1		**$ 277.0**	$ 52.2	$ 224.8
SYSTEM-WIDE/NOISE MITIGATION				those noise mitigation efforts identified in corridor-specific actions. These expenditures include additional noise walls and						
Noise Mitigation	S/W	Phase I Expenditures	-	I	$ 55.0	$ 67.2	Efforts underway Scheduled completion in FY2010	**$ 67.2**	$ 67.2	$ -
Noise Mitigation	S/W	Phase II Expenditures	-	II	$ 20.0	$ 30.0	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 7.8**	$ -	$ 7.8
Noise Mitigation	S/W	Phase III Expenditures	-	III	$ -	$ 150.0	**Defer pavement preservation efforts to next phase**	**$ -**	$ -	
Noise Mitigation	S/W	Phase IV Expenditures	-	IV	$ -	$ 150.0	**Defer pavement preservation efforts to next phase**	**$ -**	$ -	
		Totals for S/W Noise Mitigation Program:			$ 75.0	$ 397.2		**$ 75.0**	$ 67.2	$ 7.8
SYSTEM-WIDE/RIGHT-OF-WAY				period for the Regional Freeway system under Proposition 400.						
ROW	S/W	Phase I Expenditures	-	I	$ 40.0	$ 40.0	Efforts underway Scheduled completion in FY2010	**$ 40.0**	$ 40.0	$ -
ROW	S/W	Phase II Expenditures	-	II	$ 40.0	$ 40.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 40.0**	$ -	$ 40.0
ROW	S/W	Phase III Expenditures	-	III	$ 40.0	$ 40.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 40.0**	$ -	$ 40.0
ROW	S/W	Phase IV Expenditures	-	IV	$ 17.0	$ 17.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 17.0**	$ -	$ 17.0
		Totals for S/W Right-of-Way Program:			$ 137.0	$ 137.0		**$ 137.0**	$ 40.0	$ 97.0

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Table 1 - Regional Freeway and Highway Program - By Corridor

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Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
SYSTEM-WIDE/DESIGN				throughout the period for the Regional Freeway system under Proposition 400. Expenditures include the administration of the						
Design	S/W	Phase I Expenditures	-	I	$ 112.1	$ 142.4	Efforts underway Scheduled completion in FY2010	**$ 142.4**	$ 142.4	$ -
Design	S/W	Phase II Expenditures	-	II	$ 103.8	$ 131.9	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 91.7**	$ -	$ 91.7
Design	S/W	Phase III Expenditures	-	III	$ 98.8	$ 125.5	Reprogram cost opinion to match the original RTP estimate for Phase III	**$ 87.3**	$ -	$ 87.3
Design	S/W	Phase IV Expenditures	-	IV	$ 57.5	$ 73.0	Reprogram cost opinion to match the original RTP estimate for Phase IV	**$ 50.8**	$ -	$ 50.8
		Totals for S/W Design Program:			$ 372.2	$ 472.8		**$ 372.2**	$ 142.4	$ 229.8
SYSTEM-WIDE/MINOR PROJECTS				improvements on the Regional Freeway System under Proposition 400. Examples include, but may not be limited to, arterial						
Minor Projects	S/W	Phase I Expenditures	-	I	$ 1.3	$ 7.9	Efforts underway Scheduled completion in FY2010	**$ 7.9**	$ 7.9	$ -
Minor Projects	S/W	Phase II Expenditures	-	II	$ 2.6	$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 0.4**	$ -	$ 2.6
Minor Projects	S/W	Phase III Expenditures	-	III	$ 2.6	$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase III	**$ 0.4**	$ -	$ 2.6
Minor Projects	S/W	Phase IV Expenditures	-	IV	$ 2.6	$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase IV	**$ 0.4**	$ -	$ 2.6
		Totals for S/W Minor Projects Program:			$ 9.0	$ 52.9		**$ 9.1**	$ 7.9	$ 7.8

	2003 RTP Estimate	2009 ADOT Cost Opinion		**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
Totals for Regional Freeway and Highway Program:	**$ 9,416.7**	**$ 15,931.3**		**$ 9,496.8**	**$ 2,622.8**	**$ 6,880.6**

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Table 2 - Regional Freeway and Highway Program - By Phase

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Maricopa Association of Governments
Regional Transportation Plan
TENTATIVE SCENARIO

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE I - FY2006 TO FY2010											
I-10	Papago	SR-303L to Dysart Rd	TI	Construct Bullard Ave interchange	-	$ 9.2	$ 13.7	Construction finished Open to traffic	**$ 9.7**	$ 9.7	$ -
I-10	Papago	SR-101L/Agua Fria to I-17/Black Canyon	GP	Add one lane in each direction	7.0	$ 79.0	$ 424.0	Repackage project to match RTP funding; Reprogram construction to match timing of SR-202L/South Mountain connection at 59th Avenue	**$ 79.0**	$ 17.2	$ 61.8
I-10	Maricopa	40th St to Baseline Rd (CD Roads)	GP, HOV	Construct Local-Express Lane system, consisting of: - Reconstruct SR-143 interchange - Add two general purpose lanes in each direction - Add one HOV lane in each direction	6.0	$ 380.0	$ 495.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 446.1**	$ 18.1	$ 428.0
I-17	Black Canyon	SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	GP, HOV	Add one general purpose and one HOV lane in each direction	9.0	$ 169.0	$ 330.6	Improvements underway Scheduled completion in Spring 2010	**$ 330.6**	$ 330.6	$ -
I-17	Black Canyon	SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	TI	Construct Jomax Rd and Dixileta Rd interchanges	-	$ 27.6	$ 41.2	Construction finished Opened to traffic	**$ 41.2**	$ 41.2	$ -
US-60	Grand	SR-303L to SR-101L/Agua Fria	GP	Add one lane in each direction	10.0	$ 39.0	$ 51.2	Move forward with present plans Lower cost opinion due to recent bids	**$ 51.2**	$ 51.2	$ -
US-60	Grand	SR-101L/Agua Fria to Van Buren St	GP	Add one lane in each direction 83rd Ave to 99th Ave Spot Improvements throughout corridor in Glendale and Phoenix	11.0	$ 30.0	$ 48.7	Move forward with present plans Plans ready to bid	**$ 48.7**	$ 48.7	$ -
US-60	Superstition	I-10 to SR-101L/Price Fwy	GP	Add one lane in each direction	4.5	$ 9.0	$ 25.0	Improvements underway Scheduled completion in Fall 2010	**$ 25.0**	$ 25.0	$ -
US-60	Superstition	Val Vista Dr to Power Rd	GP, HOV	Add two general purpose lanes and one HOV lane in each direction	4.0	$ 85.0	$ 96.0	Construction finished Open to traffic	**$ 96.0**	$ 96.0	$ -
US-93	US-93	Yavapai County to Wickenburg	GP	Construct interim Wickenburg Bypass	3.4	$ 24.0	$ 31.6	Improvements underway Scheduled completion in Spring 2010	**$ 31.6**	$ 31.6	$ -
SR-51	Piestewa	SR-101L/Pima to Shea Blvd	HOV, DHOV	- Add one HOV lane in each direction - Construct direct HOV ramp to SR-101L/Pima on the east	6.0	$ 52.0	$ 51.3	Construction finished Open to traffic	**$ 51.3**	$ 51.3	$ -
SR-101L	Agua Fria	MC-85 to Interstate 10	GP	Construct improvements along 99th Ave	-	$ -	$ 4.0	Improvements Underway Scheduled completion in 2010	**$ 4.0**	$ 4.0	$ -
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	TI	Complete Bethany Home Rd interchange with ramps to/from North	-	$ 10.0	$ 9.4	Construction finished Open to traffic	**$ 9.4**	$ 9.4	$ -
SR-101L	Pima	SR-51 to Princess Dr	TI	Construct 64th St interchange	-	$ 16.6	$ 31.4	Construction finished Will open after 64th St is complete	**$ 31.4**	$ 31.4	$ -
SR-101L	Pima	Princess Dr to Shea Blvd	HOV	Add one HOV lane in each direction	4.0	$ 22.0	$ 16.4	Construction finished Open to traffic	**$ 16.4**	$ 16.4	$ -
SR-101L	Pima	Shea Blvd to SR-202L/Red Mtn	HOV	Add one HOV lane in each direction	11.0	$ 61.0	$ 46.0	Construction finished Open to traffic Includes Chaparral improvements	**$ 46.0**	$ 46.0	$ -

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Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
SR-101L	Price	SR-202L/Red Mtn to Baseline Rd	HOV	Add one HOV lane in each direction	4.0	$ 22.0	$ 18.2	Improvements underway Scheduled completion in Fall 2009	**$ 18.2**	$ 18.2	$ -
SR-101L	Price	Baseline Rd to SR-202L/Santan	HOV	Add one HOV lane in each direction	6.0	$ 31.0	$ 25.9	Improvements underway Scheduled completion in Fall 2009	**$ 25.9**	$ 25.9	$ -
SR-143	Hohokam	McDowell Rd to I-10/Maricopa	TI	Not identified in 2003 RTP Funding transferred to SR-143 from deleted SR-153 Sky Harbor Expwy	3.8	$ -	$ 36.6	Improvements identified as - Reconstruct Sky Harbor Blvd/SR-202S interchange to complete access to/from SR-143 on the south - Widen SR-143 overcrossing of Salt River as needed Move forward with present plans Lower cost opinion due to recent bids	**$ 36.6**	$ 36.6	$ -
SR-202L	Red Mountain	I-10/SR-51 to Rural Rd	GP	Add general purpose lanes	7.0	$ 67.0	$ 178.1	Improvements underway Scheduled completion Spring 2011	**$ 178.1**	$ 178.1	$ -
SR-202L	Red Mountain	Rural Rd to SR-101L	GP	Add general purpose lanes	2.0	$ 39.0	$ 48.8	Improvements underway Scheduled completion Spring 2011	**$ 48.8**	$ 48.8	$ -
SR-202L	Red Mountain	SR-101L to Gilbert Rd	HOV	Add one HOV lane in each direction	6.0	$ 32.0	$ 27.4	Improvements underway Scheduled completion Spring 2011	**$ 27.4**	$ 27.4	$ -
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	GP	Construct interim facility, 2 general purpose lanes in each direction	18.0	$ 354.8	$ 347.6	Interim 4-l facility under construction Scheduled completion in 2011	**$ 347.6**	$ 347.6	$ -
SR-74	Carefree Hwy	US-60/Grand Ave to SR-303L	GP	Construct passing lanes west of Lake Pleasant	25.1	$ -	$ 15.1	Improvements Underway Scheduled completion in 2010	**$ 10.1**	$ 10.1	$ -
SR-85	SR-85	Interstate 8 to Hazen Rd	GP	Convert existing facility into four-lane divided highway	29.2	$ 43.6	$ 98.5	Corridor improvements underway between Hazen Rd and Maricopa Rd ADOT cost opinion includes first phase of system interchange with Interstate 8 Defer future improvements, including Interstate 8 interchange, to future phase	**$ 78.5**	$ 78.5	$ -
SR-85	SR-85	Hazen Rd to Interstate 10	GP	Convert existing facility into four-lane divided highway	5.6	$ 74.9	$ 152.5	Improvements underway Scheduled completion in 2011 Defer full freeway section buildout between Hazen Rd and Interstate 10 to future phase	**$ 64.0**	$ 64.0	$ -
SR-87	Beeline Hwy	Gila County to Shea Blvd	GP	Construct spot improvements to corridor as needed	33.7	$ 38.2	$ 49.2	Improvements from Tonto Nat'l Forest Boundary to Dos S Ranch Rd identified Includes new Four Peaks Rd interchange Move forward with present plans Lower cost opinion due to recent bids	**$ 49.2**	$ 49.2	$ -
SR-88	Apache Trail	Pinal County to Gila County	GP	Construct spot improvements to corridor as needed	33.4	$ 1.8	$ 1.7	Improvements at Fish Creek Hill identified Move forward with present plans Lower cost opinion due to recent bids	**$ 1.5**	$ 1.5	$ -

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S/W	FMS	Freeway Management System	S/W	Phase I Expenditures	-	$ 7.5	$ 9.8	Efforts underway Scheduled completion in FY2010	**$ 9.8**	$ 9.8	$ -
S/W	Maintenance	Landscaping, Liter, Maintenance	S/W	Phase I Expenditures	-	$ 47.9	$ 52.2	Efforts underway Scheduled completion in FY2010	**$ 52.2**	$ 52.2	$ -
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase I Expenditures	-	$ 55.0	$ 67.2	Efforts underway Scheduled completion in FY2010	**$ 67.2**	$ 67.2	$ -
S/W	ROW	ROW	S/W	Phase I Expenditures	-	$ 40.0	$ 40.0	Efforts underway Scheduled completion in FY2010	**$ 40.0**	$ 40.0	$ -
S/W	Design	Design	S/W	Phase I Expenditures	-	$ 112.1	$ 142.4	Efforts underway Scheduled completion in FY2010	**$ 142.4**	$ 142.4	$ -
S/W	Park N Ride	Minor Projects	S/W	Phase I Expenditures	-	$ 1.3	$ 7.9	Efforts underway Scheduled completion in FY2010	**$ 7.9**	$ 7.9	$ -
				REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE I - FY2006 TO FY2010:		$ 1,981.6	$ 3,034.6		**$ 2,523.1**	$ 2,033.3	$ 489.8

Project Type Key:
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TI - New Traffic Interchange
DHOV - Direct HOV Ramp connection
S/W - System-wide Project

Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE II - FY2011 TO FY2015											
I-10	Papago	SR-303L to Dysart Rd	GP, HOV	Add two general purpose lanes and one HOV lane in each direction	5.0	$ 54.0	$ 109.4	Improvements underway Scheduled completion in Fall 2011	**$ 109.4**	$ 109.4	$ -
I-10	Papago	SR-303L to Dysart Rd	TI	Construct Perryville Rd interchange	-	$ 9.2	$ 23.4	Move forward with present plans Lower cost opinion due to recent bids	**$ 21.1**	$ -	$ 21.1
I-10	Papago	Dysart Rd to SR-101L	GP, HOV	Add one general purpose and one HOV lane in each direction	6.0	$ 57.0	$ 63.3	Improvements underway Scheduled completion in Fall 2011	**$ 61.7**	$ 61.7	$ -
I-10	Maricopa	SR-51 to 40th St (CD Roads)	GP	Add General Purpose Lanes	3.0	$ 120.0	$ -	Defer general purpose lane construction to future phase Retain budget for reconstruction of West PHX Sky Harbor traffic interchange for security purposes	**$ 30.0**	$ -	$ 30.0
I-10	Maricopa	Baseline Rd to SR-202L/Santan	GP	Add one lane in each direction Reconstruct I-10 approach to US-60/Superstition system interchange	6.0	$ 53.0	$ 234.1	Move forward with present plans Lower cost opinion due to recent bids	**$ 202.4**	$ 8.1	$ 194.3
I-10	Maricopa	SR-202L/Santan to Riggs Rd	HOV	Add one HOV lane in each direction	6.0	$ 23.0	$ 34.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 31.1**	$ -	$ 31.1
I-10	Maricopa	SR-202L/Santan to Riggs Rd	GP	Add one lane in each direction	6.0	$ 23.0	$ 34.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 31.1**	$ 0.2	$ 30.9
I-17	Black Canyon	Arizona Canal to SR-101L/Agua Fria and Pima Fwys	GP	Add one lane in each direction	6.0	$ 53.0	$ 135.1	Move forward with present plans Lower cost opinion due to recent bids	**$ 121.6**	$ 6.8	$ 114.8
US-60	Grand	SR-303L to SR-101L/Agua Fria	GP	Construct up to two additional grade separated traffic interchanges at locations to be determined	10.0	$ 64.0	$ 63.2	Move forward with present plans Lower cost opinion due to recent bids	**$ 63.2**	$ -	$ 63.2
US-60	Grand	SR-101L/Agua Fria to Van Buren St	GP	Construct at-grade intersection improvements at locations to be determined	11.0	$ 20.0	$ 23.3	Move forward with present plans Lower cost opinion due to recent bids	**$ 23.3**	$ 23.3	$ -
US-60	Superstition	Crismon Rd to Meridian Rd	TI	Construct Meridian Rd interchange with ramps to/from West	-	$ 4.6	$ 8.8	Move forward with present plans Lower cost opinion due to recent bids	**$ 7.9**	$ -	$ 7.9
SR-101L	Agua Fria	US-60/Grand Ave to I-17	TI	Construct Beardsley Rd-Union Hills Rd interchange	-	$ 24.8	$ 28.8	Improvements underway Scheduled completion in Spring 2011	**$ 28.8**	$ 28.8	$ -
SR-101L	Pima	I-17 to SR-51	HOV	Add one HOV lane in each direction	7.0	$ 37.0	$ 37.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 33.8**	$ 5.4	$ 28.3
SR-101L	Pima	SR-51 to Princess Dr	HOV	Add one HOV lane in each direction	6.0	$ 29.0	$ 18.8	Construction finished Open to traffic	**$ 18.8**	$ 18.8	$ -
SR-101L	Pima	Shea Blvd to SR-202L/Red Mtn	GP	Add one lane in each direction	11.0	$ 94.0	$ 107.7	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 96.9**	$ -	$ 96.9
SR-202L	Red Mountain	SR-101L to Gilbert Rd	GP	Add one lane in each direction	6.0	$ 51.0	$ 75.8	Move forward with present plans Lower cost opinion due to recent bids	**$ 68.2**	$ -	$ 68.2
SR-202L	Santan	Val Vista Rd to Dobson Rd	HOV	Add one HOV lane in each direction	7.0	$ 40.0	$ 37.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 33.8**	$ -	$ 33.8
SR-202L	Santan	Dobson Rd to I-10/Maricopa Fwy	HOV, DHOV	Add one HOV lane in each direction Construct Direct HOV Ramp to/from Interstate 10 on the north	5.0	$ 47.0	$ 49.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 44.6**	$ -	$ 44.6

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Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
SR-202L	South Mountain	I-10/Papago Fwy to I-10/SR-202L Santan	GP	Construct new freeway, 3 general purpose lanes in each direction	22.0	$ 1,067.0	$ 2,472.3	Move forward with freeway plans for corridor, to include: - HOV Lane in each direction - Narrow cross-section matching Proposition 300 program construction - Alignment along 59th Avenue between Buckeye Rd and I-10 - Reconfigured I-10 interchange to allow for future DHOV access to/from East - Bicycle/Pedestrian Trail between 17th Ave and 51st Ave	**$ 1,900.0**	$ 61.3	$ 1,838.7
SR-303L	Estrella	Interstate 10/Papago to US-60/Grand Ave	GP	Construct new freeway, 3 general purpose lanes in each direction	15.0	$ 545.0	$ 1,872.0	Obligated funds are for advance construction of Bell Rd, Cactus Rd, and Waddell Rd interchanges and ROW Move forward with freeway plans for corridor to include: - Narrow cross-section matching Proposition 300 program construction - Tighter construction of I-10 system interchange - interim construction of US-60 interchange - Lower cost opinion due to recent bids	**$ 1,196.4**	$ 112.1	$ 1,084.3
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	GP	Expand interim facility with one general purpose lane in each direction; finish freeway traffic interchanges	18.0	$ 290.3	$ 335.4	Move forward with present plans Lower cost opinion due to recent bids	**$ 301.9**	$ -	$ 301.9
S/W	FMS	Freeway Management System	S/W	Phase II Expenditures	-	$ 18.1	$ 23.6	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 17.7**	$ -	$ 17.7
S/W	Maintenance	Landscaping, Liter, Maintenance	S/W	Phase II Expenditures	-	$ 67.8	$ 73.9	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 66.5**	$ -	$ 66.5
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase II Expenditures	-	$ 20.0	$ 30.0	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 7.8**	$ -	$ 7.8
S/W	ROW	ROW	S/W	Phase II Expenditures	-	$ 40.0	$ 40.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 40.0**	$ -	$ 40.0
S/W	Design	Design	S/W	Phase II Expenditures	-	$ 103.8	$ 131.9	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 91.7**	$ -	$ 91.7
S/W	Park N Ride	Minor Projects	S/W	Phase II Expenditures	-	$ 2.6	$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase II	**$ 0.4**	$ -	$ 2.6
		REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE II - FY2011 TO FY2015:				$ 2,958.1	$ 6,079.2		**$ 4,649.8**	$ 435.9	$ 4,216.1

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Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE III - FY2016 TO FY2020											
I-17	Black Canyon	I-10/Maricopa (Split) to I-10/Papago (Stack)	HOV	Add one HOV lane in each direction	7.0	$ 77.0	$ 81.5	Segment in need of rehabilitation, improvements to include: - Add one HOV lane in each direction - Add one GP lane in each direction - Improve service interchange ramp connections and I-17 Frontage Roads	**$ 400.0**	$ 4.5	$ 395.5
I-17	Black Canyon	I-10/Papago (Stack) to Arizona Canal	GP	Add General Purpose Lanes (number unspecified and to be determined from study)	7.0	$ 1,000.0	$ 962.3	Revise design plan to include: - Add one GP lane in each direction - Improve service interchange ramp connections and I-17 Frontage Roads	**$ 600.0**	$ 2.3	$ 597.7
US-60	Superstition	Crismon Rd to Meridian Rd	HOV	Add one HOV lane in each direction	2.0	$ 31.0	$ 30.2	Move forward with present plans Lower cost opinion due to recent bids	**$ 27.2**	$ -	$ 27.2
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	HOV	Add one HOV lane in each direction	10.0	$ 53.0	$ 53.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 48.2**	$ -	$ 48.2
SR-202L	Red Mountain	Gilbert Rd to Higley Rd	HOV	Add one HOV lane in each direction	5.0	$ 27.0	$ 27.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 24.3**	$ -	$ 24.3
SR-202L	Santan	Dobson Rd to I-10/Maricopa Fwy	DHOV	Construct Direct HOV Ramp to/from SR-101L/Price on the North	-	$ 20.4	$ 22.7	Move forward with present plans Lower cost opinion due to recent bids	**$ 20.4**	$ -	$ 20.4
SR-802	Williams Gateway	SR-202L to Ellsworth Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	2.0	$ 155.0	$ 235.3	Obligated funds are for advance ROW acquisition Move forward with plans for Interim four-lane construction only (includes interchange with SR-202L/Santan) Lower cost opinion due to recent bids Defer ultimate construction to Future Phase	**$ 183.4**	$ 28.3	$ 155.1
S/W	FMS	Freeway Management System	S/W	Phase III Expenditures	-	$ 41.9	$ 54.8	Reprogram cost opinion to match the original RTP estimate for Phase III	**$ 41.0**	$ -	$ 41.0
S/W	Maintenance	Landscaping, Liter, Maintenance	S/W	Phase III Expenditures	-	$ 76.8	$ 83.8	Reprogram cost opinion to match the original RTP estimate for Phase III	**$ 75.4**	$ -	$ 75.4
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase III Expenditures	-	$ -	$ 150.0	Defer pavement preservation efforts to next phase	**$ -**	$ -	$ -
S/W	ROW	ROW	S/W	Phase III Expenditures	-	$ 40.0	$ 40.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 40.0**	$ -	$ 40.0
S/W	Design	Design	S/W	Phase III Expenditures	-	$ 98.8	$ 125.5	Reprogram cost opinion to match the original RTP estimate for Phase III	**$ 87.3**	$ -	$ 87.3
S/W	Park N Ride	Minor Projects	S/W	Phase III Expenditures	-	$ 2.6	$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase III	**$ 0.4**	$ -	$ 2.6
		REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE III - FY2016 TO FY2020:				$ 1,623.5	$ 1,881.6		**$ 1,547.5**	$ 35.1	$ 1,514.7

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Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE IV - FY2021 TO FY2026											
I-10	Papago	SR-85 to SR-303L	GP	Add one lane in each direction; Sarival Ave to Verrado Way	5.0	$ 44.2	$ 46.9	Improvements underway Funded by ARRA Scheduled completion in Fall 2011	**$ 29.9**	$ 29.9	$ -
I-10	Maricopa	SR-202L/Santan to Riggs Rd	TI	Construct Chandler Heights Rd interchange	-	$ 13.8	$ 25.4	Move forward with present plans Lower cost opinion due to recent bids	**$ 22.9**	$ -	$ 22.9
I-17	Black Canyon	SR-101L/Agua Fria and Pima Fwys to SR-74/Carefree Hwy	TI	Construct Dove Valley Rd interchange Advanced by the City of Phoenix	-	$ 18.4	$ 22.7	Construction underway Scheduled completion in Summer 2010	**$ 22.7**	$ 22.7	$ -
I-17	Black Canyon	SR-74/Carefree Hwy to Anthem Way	GP, HOV	Add one general purpose and one HOV lane in each direction	5.0	$ 72.0	$ 117.9	Improvements underway - Add one GP lane in each direction - Funded by ARRA - Scheduled completion in Fall 2010 Defer urban section and HOV lanes to Future Phase	**$ 16.8**	$ 16.8	$ -
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	GP	Add one lane in each direction	10.0	$ 85.0	$ 150.4	Obligated funds are for: - Frwy Management Sys construction - Improvmnts at Olive, Northern	**$ 14.4**	$ 14.4	$ -
SR-101L	Agua Fria	US-60/Grand Ave to I-17	HOV	Add one HOV lane in each direction	12.0	$ 64.0	$ 64.2	Move forward with present plans Lower cost opinion due to recent bids	**$ 57.8**	$ -	$ 57.8
I-10	Papago	Dysart Rd to SR-101L	TI	Construct El Mirage Rd interchange	-	$ 17.3	$ 22.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 19.8**	$ -	$ 19.8
SR-101L	Pima	I-17 to SR-51	GP	Add one lane in each direction	7.0	$ 59.0	$ 93.5	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 84.1**	$ 5.5	$ 78.7
SR-101L	Pima	SR-51 to Princess Dr	GP	Add one lane in each direction	6.0	$ 51.0	$ 86.0	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 77.4**	$ 0.5	$ 76.9
SR-101L	Pima	Princess Dr to Shea Blvd	GP	Add one lane in each direction	4.0	$ 34.0	$ 54.4	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 49.0**	$ -	$ 49.0
SR-101L	Price	Baseline Rd to SR-202L/Santan	GP	Add one lane in each direction	6.0	$ 51.0	$ 58.1	Move forward with present plans to address highest volumes on the regional loop freeways Lower cost opinion due to recent bids	**$ 52.3**	$ -	$ 52.3
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	HOV	Add one HOV lane in each direction	10.0	$ 52.0	$ 53.5	Move forward with present plans Lower cost opinion due to recent bids	**$ 48.2**	$ -	$ 48.2
SR-202L	Santan	Val Vista Rd to Dobson Rd	GP	Add one lane in each direction	7.0	$ 59.0	$ 82.0	Obligated funds are for Lindsay Rd to Gilbert Rd multi-modal path improvement Defer GP Lanes to Future Phase	**$ 1.1**	$ 1.1	$ -
SR-202L	Santan	US-60/Superstition to Val Vista Rd	HOV	Add one HOV lane in each direction	11.0	$ 55.0	$ 58.9	Move forward with present plans Lower cost opinion due to recent bids	**$ 53.0**	$ -	$ 53.0

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Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
SR-801	Gila River	SR-303L to Avondale Blvd	GP	Construct new freeway, 3 general purpose lanes in each direction	7.0	$ 352.2	$ 790.5	Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Goodyear and Avondale	**$ 13.5**	$ 13.5	$ -
SR-801	Gila River	Avondale Blvd to SR-202L/South Mountain	GP	Construct new freeway, 3 general purpose lanes in each direction	6.0	$ 369.8	$ 862.0	Finish Environmental Assessment and Design Concept Report efforts to identify corridor for ROW preservation by Avondale and Phoenix	**$ 11.5**	$ 11.5	$ -
SR-101L	Agua Fria	US-60/Grand Ave to I-17	GP	Add one lane in each direction	12.0	$ 102.0	$ 177.8	Obligated funds are for: - Frwy Management Sys construction - Improvmnts at Thunderbird Defer GP Lanes to Future Phase	**$ 2.8**	$ 2.8	$ -
S/W	FMS	Freeway Management System	S/W	Phase IV Expenditures	-	$ 49.3	$ 64.5	Reprogram cost opinion to match the original RTP estimate for Phase IV	**$ 48.3**	$ -	$ 48.3
S/W	Maintenance	Landscaping, Liter, Maintenance	S/W	Phase IV Expenditures	-	$ 84.5	$ 92.1	Reprogram cost opinion to match the original RTP estimate for Phase IV	**$ 82.9**	$ -	$ 82.9
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase IV Expenditures	-	$ -	$ 150.0	Defer pavement preservation efforts to next phase	**$ -**	$ -	$ -
S/W	ROW	ROW	S/W	Phase IV Expenditures	-	$ 17.0	$ 17.0	Move forward with present plans Lower cost opinion due to recent bids	**$ 17.0**	$ -	$ 17.0
S/W	Design	Design	S/W	Phase IV Expenditures	-	$ 57.5	$ 73.0	Reprogram cost opinion to match the original RTP estimate for Phase IV	**$ 50.8**	$ -	$ 50.8
S/W	Park N Ride	Minor Projects	S/W	Phase IV Expenditures	-	$ 2.6	$ 15.0	Reprogram cost opinion to match the original RTP estimate for Phase IV	**$ 0.4**	$ -	$ 2.6
		REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE IV - FY2021 TO FY2026:				$ 1,710.5	$ 3,178.3		$ 776.4	$ 118.6	$ 660.0

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Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
PHASE V - FY2027 TO FY2030											
SR-85	SR-85	Interstate 8 to Hazen Rd	GP	Convert existing facility into full freeway, including interchange with Interstate 8	29.2	$ 43.6	$ 98.5	Deferred from Phase I	**$ 200.3**	$ -	$ 200.3
SR-85	SR-85	Hazen Rd to Interstate 10	GP	Convert existing facility into full freeway	5.6	$ 74.9	$ 152.5	Deferred from Phase I	**$ 88.5**	$ -	$ 88.5
I-10	Maricopa	SR-51 to 40th St (CD Roads)	GP	Add General Purpose Lanes	3.0	$ 120.0	$ -	Deferred from Phase II	**$ 496.3**	$ -	$ 496.3
US-60	Superstition	SR-101L/Price to Val Vista Dr	TI	Construct Lindsay Rd interchange with ramps to/from West	-	$ 4.6	$ 8.8	Deferred from Phase II	**$ 7.7**	$ -	$ 7.7
SR-303L	Estrella	SR-801/MC-85 to Interstate 10	GP	Construct new freeway, 3 general purpose lanes in each direction	5.0	$ 230.0	$ 390.2	Deferred from Phase III	**$ 343.4**	$ -	$ 343.4
SR-802	Williams Gateway	SR-202L to Ellsworth Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	2.0	$ 155.0	$ 235.3	Full six-lanes deferred from Phase III	**$ 50.9**	$ -	$ 50.9
SR-802	Williams Gateway	Ellsworth Rd to Meridian Rd	GP	Construct new freeway, 3 general purpose lanes in each direction	3.0	$ 170.0	$ 236.0	Deferred from Phase III	**$ 207.7**	$ -	$ 207.7
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase III Expenditures	-	$ -	$ 150.0	Pavement preservation deferred	**$ 150.0**	$ -	$ 150.0
I-10	Papago	SR-85 to SR-303L	GP	Add one lane in each direction; Verrado Way to SR-85	7.0	$ 61.8	$ 50.5	Deferred from Phase IV	**$ 44.4**	$ -	$ 44.4
I-10	Papago	Dysart Rd to SR-101L	TI	Construct El Mirage Rd interchange	-	$ 17.3	$ 22.5	Deferred from Phase IV	**$ 19.8**	$ -	$ 19.8
I-17	Black Canyon	Anthem Way to New River Rd	GP	Add one lane in each direction	3.0	$ 26.0	$ 25.0	Deferred from Phase IV	**$ 22.0**	$ -	$ 22.0
US-60	Grand	SR-101L/Agua Fria to Van Buren St	TI	Construct up to three additional arterial grade separated traffic interchanges at locations to be determined	11.0	$ 97.0	$ 97.0	Deferred from Phase IV	**$ 85.4**	$ -	$ 85.4
SR-51	Piestewa	SR-101L/Pima to Shea Blvd	GP	Add one lane in each direction	6.0	$ 51.0	$ 81.7	Deferred from Phase IV	**$ 71.9**	$ -	$ 71.9
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	GP	Add one lane in each direction	10.0	$ 85.0	$ 150.4	Deferred from Phase IV	**$ 132.3**	$ -	$ 132.3
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	DHOV	Construct Direct HOV Ramp to/from I-10/Papago on East	-	$ 60.0	$ 68.1	Deferred from Phase IV	**$ 59.9**	$ -	$ 59.9
SR-101L	Agua Fria	US-60/Grand Ave to I-17	GP	Add one lane in each direction	12.0	$ 102.0	$ 177.8	Deferred from Phase IV	**$ 156.5**	$ -	$ 156.5
SR-101L	Agua Fria	US-60/Grand Ave to I-17	DHOV	Construct Direct HOV Ramp to/from I-17/Black Canyon on the South	-	$ 72.0	$ 81.1	Deferred from Phase IV	**$ 71.4**	$ -	$ 71.4
SR-202L	Red Mountain	SR-101L to Gilbert Rd	TI	Construct Mesa Dr interchange with ramps to/from West	-	$ 4.6	$ 15.0	Deferred from Phase IV	**$ 13.2**	$ -	$ 13.2
SR-202L	Red Mountain	Gilbert Rd to Higley Rd	GP	Add one lane in each direction	5.0	$ 42.0	$ 57.8	Deferred from Phase IV	**$ 50.9**	$ -	$ 50.9
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	GP	Add one lane in each direction	10.0	$ 85.0	$ 136.0	Deferred from Phase IV	**$ 119.7**	$ -	$ 119.7
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	DHOV	Construct Direct HOV Ramp to/from US-60/Supersition on the West	-	$ 20.0	$ 22.7	Deferred from Phase IV	**$ 20.0**	$ -	$ 20.0
SR-202L	Santan	US-60/Superstition to Val Vista Rd	GP	Add one lane in each direction	11.0	$ 93.0	$ 128.9	Deferred from Phase IV	**$ 113.4**	$ -	$ 113.4
SR-202L	Santan	Val Vista Rd to Dobson Rd	GP	Add one lane in each direction	7.0	$ 59.0	$ 82.0	Deferred from Phase IV	**$ 72.2**	$ -	$ 72.2
SR-202L	Santan	Dobson Rd to I-10/Maricopa Fwy	GP	Add one lane in each direction	5.0	$ 43.0	$ 57.8	Deferred from Phase IV	**$ 50.9**	$ -	$ 50.9
SR-303L	Estrella	Riggs Rd to SR-801/MC-85	GP	Provide for ROW protection for extension of Loop 303 corridor	-	$ -	$ 50.0	Deferred from Phase IV	**$ -**	$ -	$ -
SR-303L	Estrella	I-10 to US-60/Grand Ave	GP	Complete construction of traffic interchange to three-level "Stacked SPUI" geometrics at US-60/Grand Ave	-	$ -	$ 150.0	Deferred from Phase II	**$ 150.0**	$ -	$ 150.0
SR-303L	Estrella	I-10 to US-60/Grand Ave	GP	Complete construction of directional ramp connections to Northern Parkway	-	$ -	$ 80.0	New project	**$ 80.0**	$ -	$ 80.0
SR-801	Gila River	SR-85 to SR-303L	GP	Construct interim facility, 1 general purpose lane in each direction	11.0	$ 83.0	$ 211.0	Deferred from Phase IV	**$ 185.7**	$ -	$ 185.7
SR-801	Gila River	SR-303L to Avondale Blvd	GP	Construct new freeway, 3 general purpose lanes in each direction	7.0	$ 352.2	$ 790.5	Deferred from Phase IV	**$ 695.6**	$ -	$ 695.6
SR-801	Gila River	Avondale Blvd to SR-202L/South Mountain	GP	Construct new freeway, 3 general purpose lanes in each direction	6.0	$ 369.8	$ 862.0	Deferred from Phase IV	**$ 758.6**	$ -	$ 758.6
SR-74	Carefree Hwy	SR-303L to I-17	GP	Provide for ROW protection for future Lake Pleasant Fwy corridor	5.4	$ -	$ 40.0	Deferred from Phase IV	**$ 40.0**	$ -	$ 40.0
S/W	Noise Mitigation	Noise Mitigation	S/W	Phase IV Expenditures	-	$ -	$ 150.0	Pavement preservation deferred	**$ -**	$ -	$ 150.0

Project Type Key:
GP - General Purpose Lane Widening
HOV - High Occupancy Vehicle Lane Widening
TI - New Traffic Interchange
DHOV - Direct HOV Ramp connection
S/W - System-wide Project

Table 2 - Regional Freeway and Highway Program - By Phase

DRAFT - PROGRAM STILL UNDER STUDY (Costs in Millions)

Note: Shaded segments represent Proposition 400 construction projects completed or underway as of June 2009.

Route	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Estimate	2009 ADOT Cost Opinion	Proposed Action	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
		REGIONAL FREEWAY AND HIGHWAY PROGRAM TOTALS FOR PHASE V - FY2026 TO FY2030:				$ 2,521.9	$ 4,709.1		**$ 4,558.5**	$ -	$ 4,558.5
						2003 RTP Estimate	2009 ADOT Cost Opinion		**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
		Totals for Regional Freeway and Highway Program:				**$ 9,416.7**	**$ 15,931.3**		**$ 14,055.2**	**$ 2,622.8**	**$ 11,439.0**

Project Type Key:
GP - General Purpose Lane Widening
HOV - High Occupancy Vehicle Lane Widening
TI - New Traffic Interchange
DHOV - Direct HOV Ramp connection
S/W - System-wide Project

Tentative Scenario – Maps

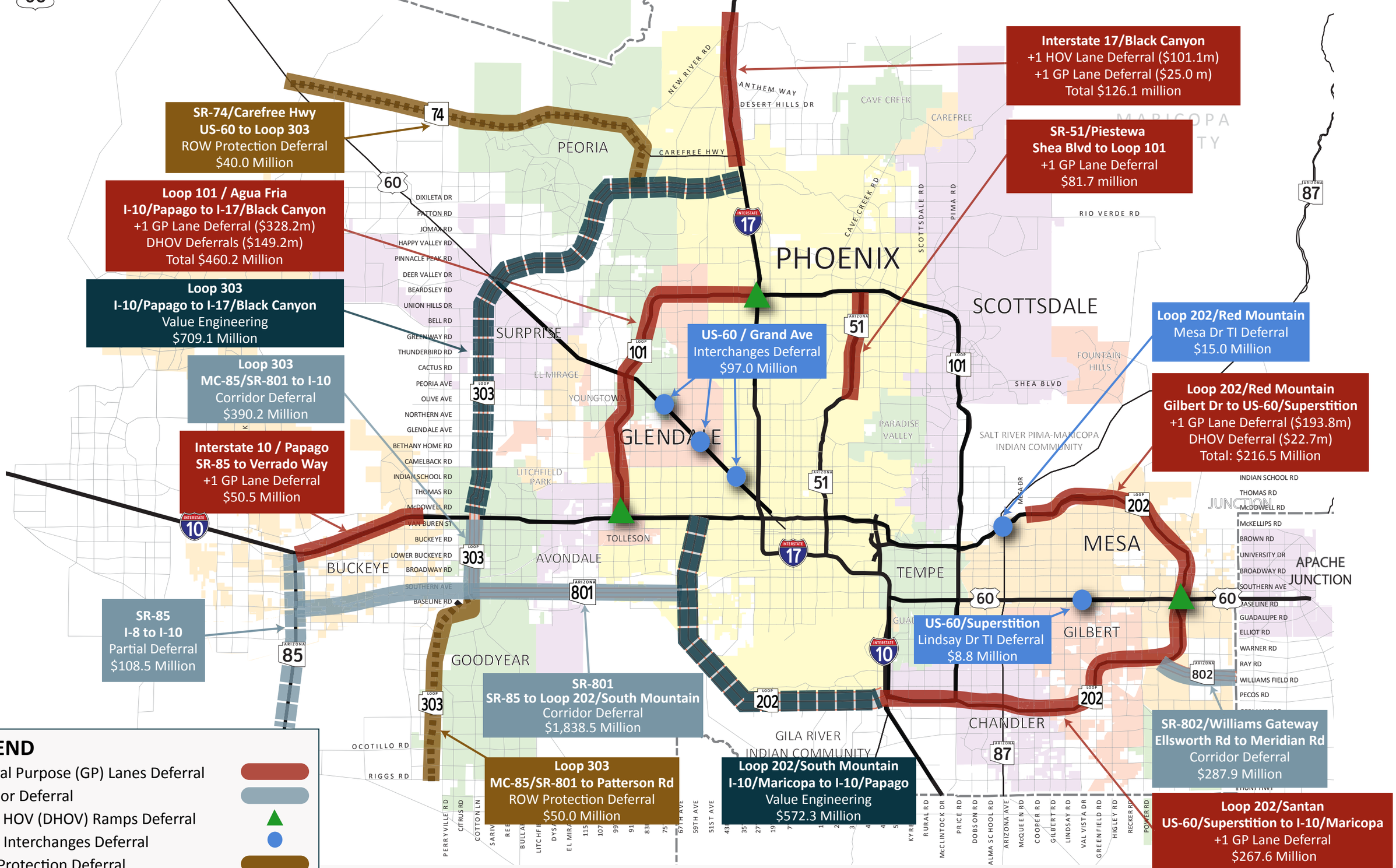
Tentative Scenario Project Changes

Regional Freeway and Highway Program Cost Change Summary

Map 1 – 2003 Regional Transportation Plan Planned Freeway/Highway Improvements

Map 2 – Recommended RTP Segment Projects for Deferral to Future Phase

Map 3 – Recommended RTP Segments for Funding through FY2026



TENTATIVE SCENARIO PROJECT CHANGES

Regional Freeway and Highway Program

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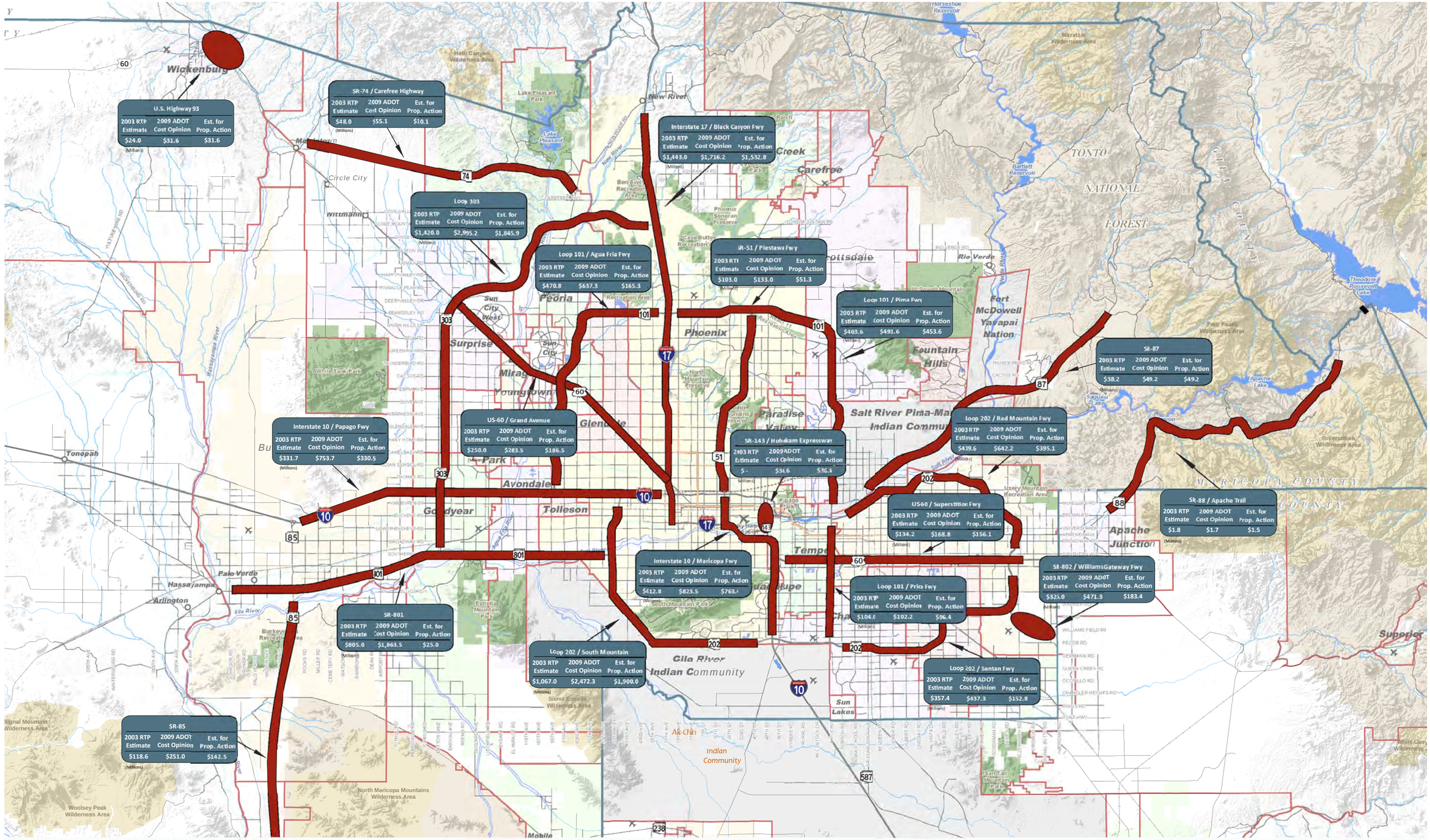

REGIONAL FREEWAY AND HIGHWAY PROGRAM COST CHANGE SUMMARY MAP

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2010 Update
Regional Transportation Plan

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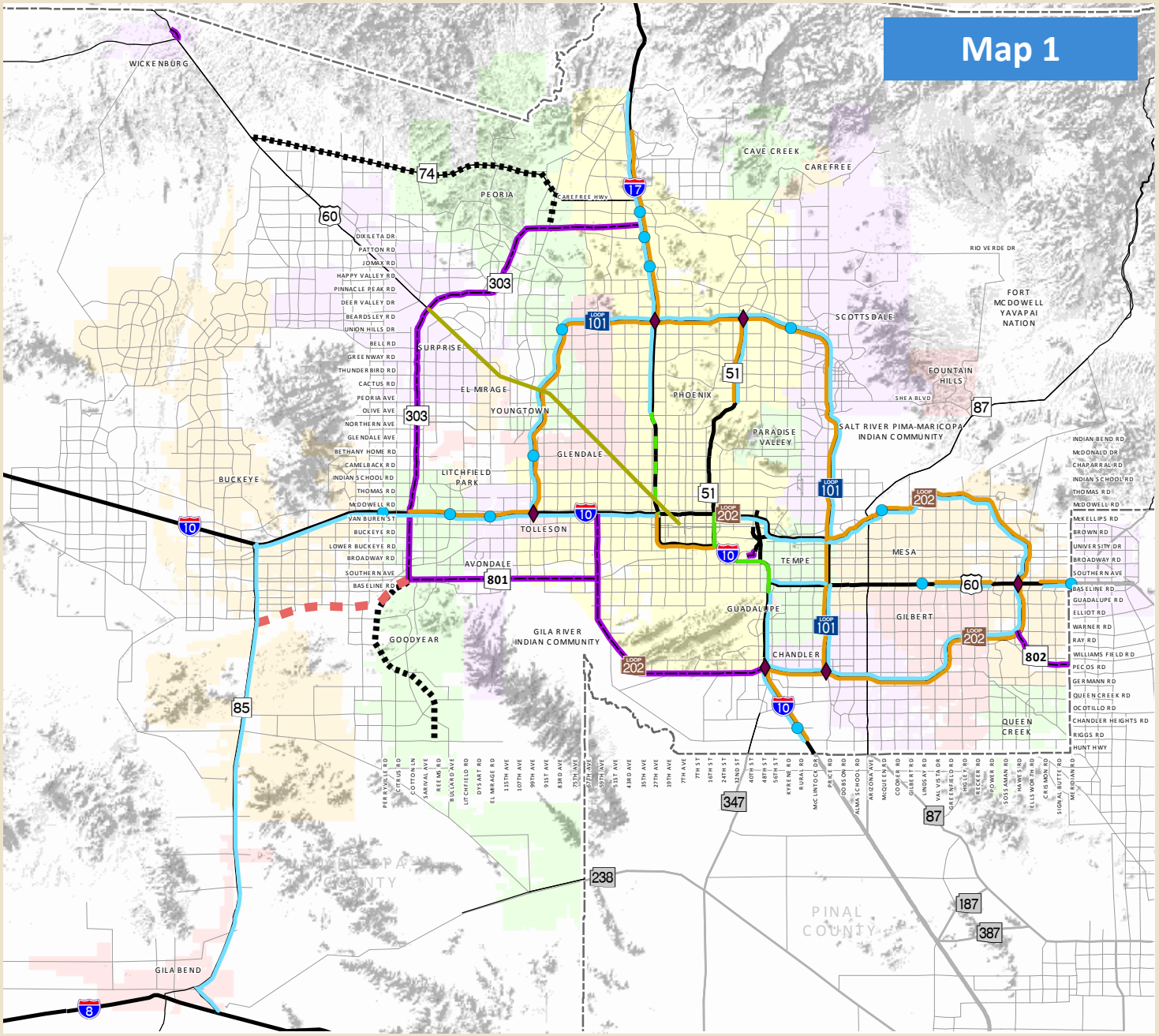
REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

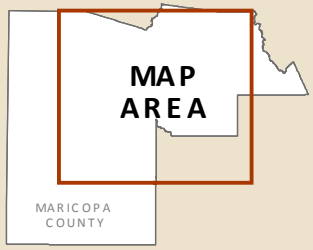
Map 1



Planned Freeway/Highway Improvements

- New Traffic Interchange
- New High Occupancy Vehicle Ramp Connection
- Grand Avenue Corridor Improvements
- New High Occupancy Vehicle Lanes
- New General Purpose Lanes
- Corridor Capacity Improvements
- Long Term Capacity Improvements
- New Freeway/Highway Construction
- Interim Corridor Development
- Right of Way Preservation
- County Boundary
- Existing Freeway
- Other Roads

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.



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Miles
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Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).

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2010 Update Regional Transportation Plan

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REGIONAL TRANSPORTATION PLAN

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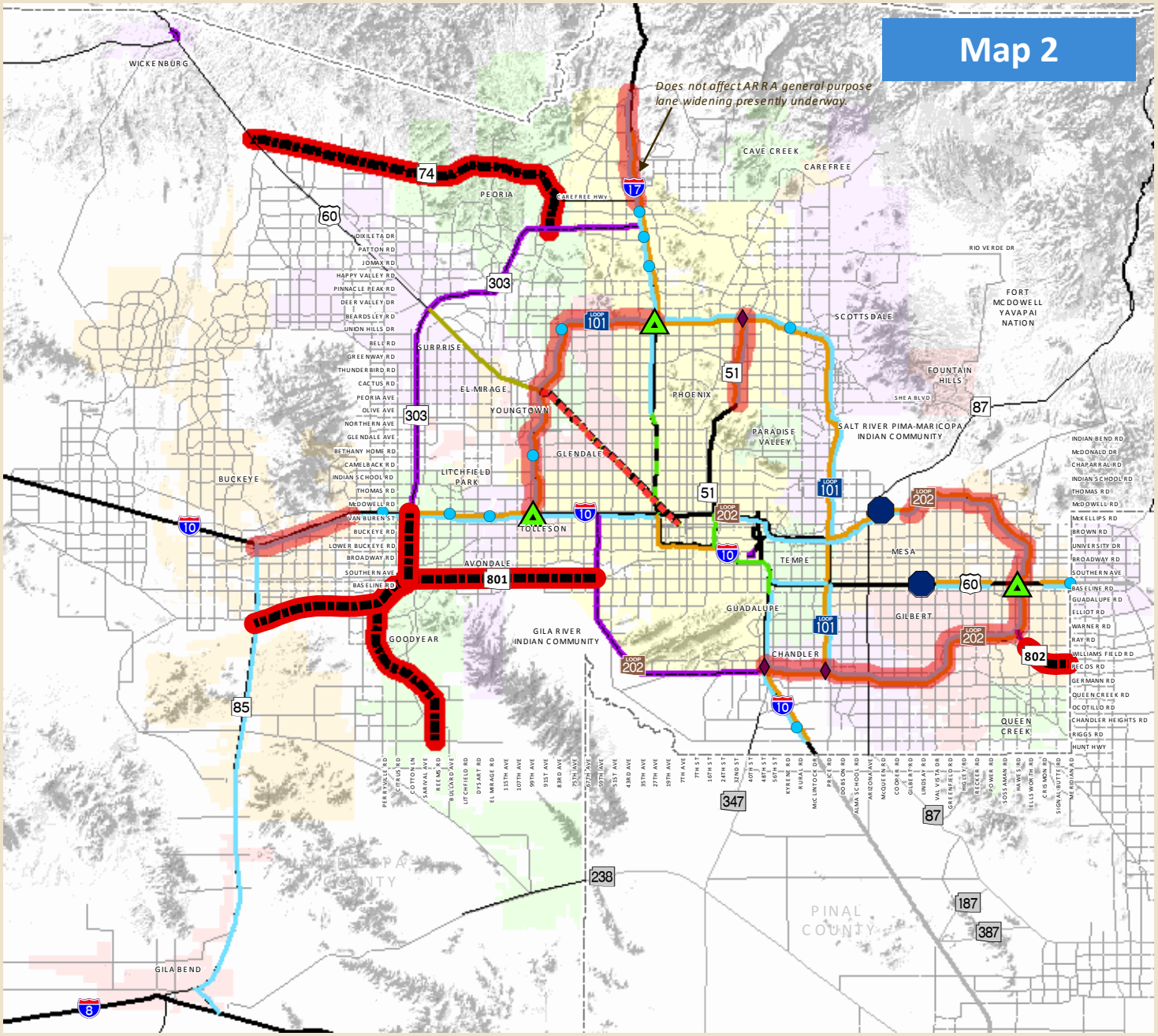
Map 2



Miles

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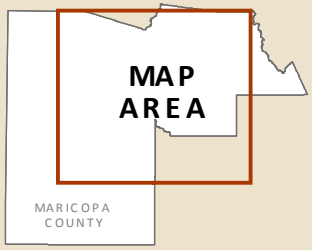
Recommended RTP Segment Projects for Deferral to Future Phase

- Freeway/Highways Deferred
- General Purpose Lanes Deferred
- New Traffic Interchanges Deferred
- Grand Ave Traffic Interchanges Deferred
- New HOV Ramps Deferred

- New Traffic Interchange
- New High Occupancy Vehicle Ramp Connection
- Grand Avenue Corridor Improvements
- New High Occupancy Vehicle Lanes
- New General Purpose Lanes
- Corridor Capacity Improvements
- Long Term Capacity Improvements
- New Freeway/Highway Construction
- County Boundary
- Existing Freeway
- Other Roads

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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2010 Update
Regional Transportation Plan

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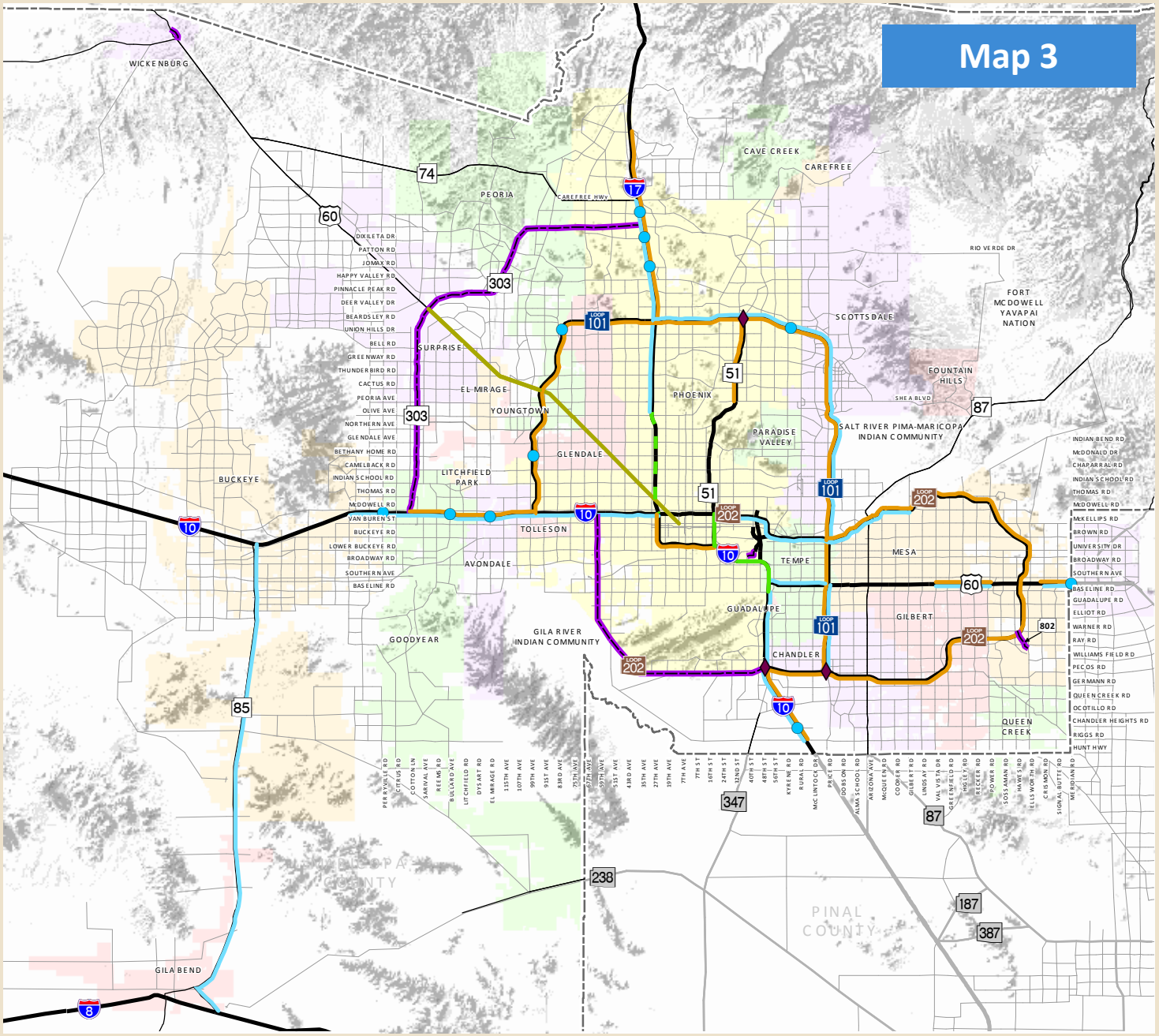
REGIONAL TRANSPORTATION PLAN

MARICOPA ASSOCIATION of GOVERNMENTS

Recommended RTP Segments for Funding Through FY 2026



New Traffic Interchange

New High Occupancy Vehicle Ramp Connection

Grand Avenue Corridor Improvements

New High Occupancy Vehicle Lanes

New General Purpose Lanes

Corridor Capacity Improvements

Long Term Capacity Improvements

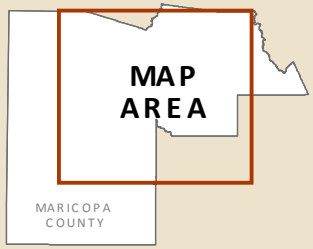
New Freeway/Highway Construction

County Boundary

Existing Freeway

Other Roads

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



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Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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Tentative Scenario Presentation

June 17, 2009 Transportation Policy Committee

Corridor-by-Corridor Summary of the Tentative Scenario

Regional Transportation Plan 2010 Update

Transportation Policy Committee
June 17, 2009

Regional Freeway and Highway Program Transportation Planning Update Proposition 400

MARICOPA ASSOCIATION of GOVERNMENTS

ON THE MOVE

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Regional Freeway and Highway Program Financials

Regional Freeway and Highway Program Prop 400 Budget	**$9,421.2 million**
2009 ADOT Cost Opinion for the Program	$15,952.4 million
Projects Obligated thru FY2010	$2,716.1 million
ADOT Cost Opinion for completing the Program	$13,236.3 million
Available Funding for balance of Regional Freeway Program	**$6,610.0 million**
Program Deficit	**$6,626.3 million**

Looking west at I-10/Maricopa from the 40th St Overcrossing

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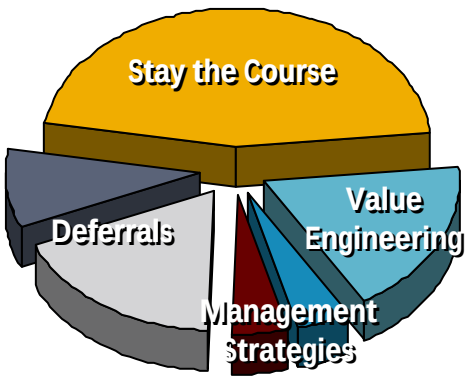
Tentative Scenario

FOR BRIDGING THE GAP



Looking east at SR-101L/Agua Fria from the 67th Ave Overcrossing

- **Management Strategies**
  - Construction
  - Right-of-Way
  - System-wide Costs
- **Value Engineering**
  - Redefine Cross Sections
  - Alternate Alignments
  - System Traffic Interchanges
- **Deferrals**
  - Priorities consistent with RTP
  - HOV Construction
- **Stay the Course**
  - Maintain core enhancements

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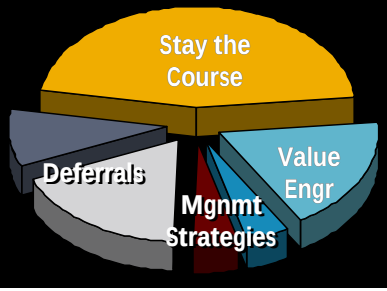
Anticipated Savings

Regional Freeway and Highway Program

DRAFT
Program still under study.



Current ADOT Cost Opinion	$15,952.4 million
Value Engineering/Planning Recommendations	*-$1,615.1 million*
Project Deferrals	*-$4,007.6 million*
Lower ROW Contingency and Construction Costs	*-$502.7 million*
Reduce System-wide costs	*-$428.8 million*
NEW COST OPINION	**$9,398.2 million**
NET SAVINGS	**$6,554.2 million**

Underneath the I-10/I-17 "Stack" interchange

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Corridor Summary

TENTATIVE SCENARIO

DRAFT
Program still under study.

Fiscal Year Phasing:	
I	FY2006-FY2010
II	FY2011-FY2015
III	FY2016-FY2020
IV	FY2021-FY2026
V	FY2027-FY2030

Looking north at SR-51/Piewstawa Fwy from the Cactus Rd Overcrossing

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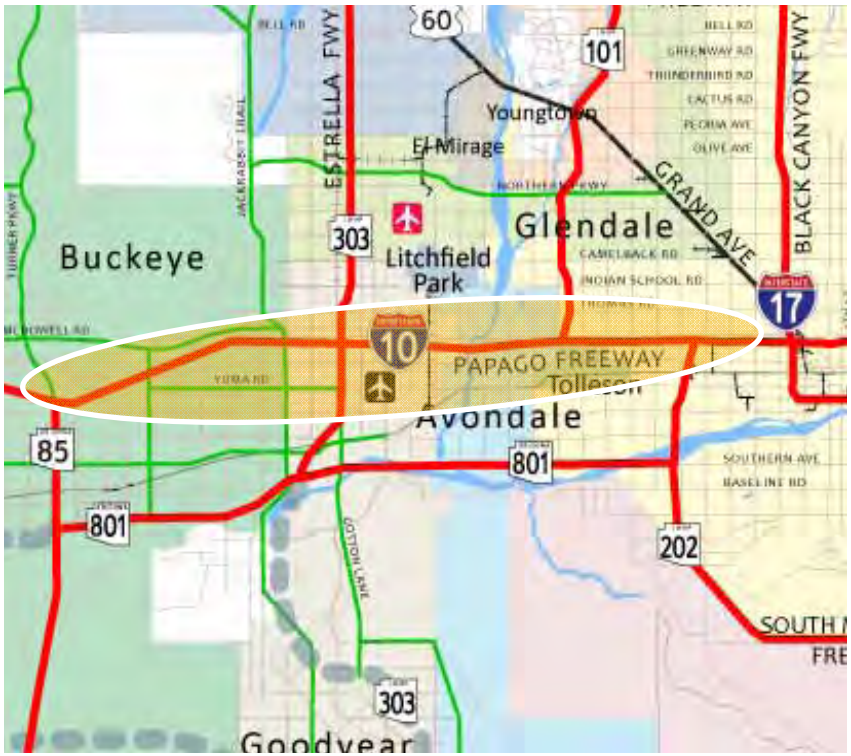
Interstate 10/Papago Fwy

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
SR-85 to SR-303L	+1 GP	SR-85 to Verrado	V
	+1 GP	Sarival to Verrado ARRA Project/2011	IV
SR-303L to Dysart Rd	+ 2 GP + 1 HOV	Underway Fall 2010	II
	TI	Perryville Rd	II
Dysart Rd to SR-101L	+ 1 GP +1 HOV	Underway Fall 2010	II
	TI	El Mirage Rd	IV
SR-101L to Interstate 17	+ 1 GP	Repackage to match estimate	I

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$331.7 million	**$753.7 million**	**$330.5 million**	**$227.9 million**	**$102.6 million**

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Interstate 10/Maricopa Fwy

- Action underway
- Deferral Recommendation
- Repackage Project

Projects

SEGMENT	ACTION	COMMENTS	PHASE
SR-51 to 40th St	Local-Express Lanes		V
	TI	West Sky Harbor Access	II
40th St to Baseline Rd	Local-Express Lanes		I
Baseline Rd to SR-202L	+1 GP		II
SR-202L to Riggs Rd	+1 GP +1 HOV		II
	TI	Chandler Heights Rd	IV

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$612.8 million	**$823.5 million**	**$763.4 million**	**$26.4 million**	**$737.1 million**

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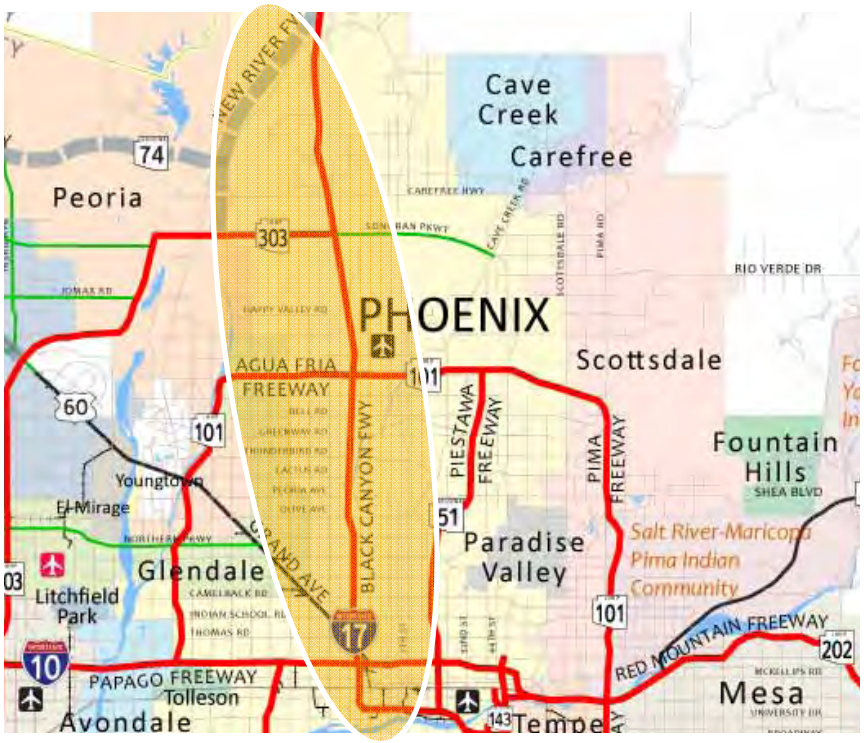
Interstate 17/Black Canyon Fwy

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
I-10 Split to I-10 Stack	+1 HOV	Repackage to Add +1 GP, +1 HOV	III
I-10 Stack to Arizona Canal	+2 GP	Repackage for Add +1 GP	III
Arizona Canal to SR-101L	+1 GP		II
SR-101L to SR-74	+2 GP +1 HOV	Underway Summer 2010	I
SR-74 to Anthem Way	+1 GP	ARRA Project 2011	IV
	+1 HOV	Urban profile construction	V
Anthem Way to New River Rd	+1 GP		V

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$1,443.0 million	**$1,716.2 million**	**$1,532.8 million**	**$424.8 million**	**$1,108.0 million**

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US-60/Grand Avenue

- Action underway
- Deferral Recommendation
- Repackage Project

Projects

SEGMENT	ACTION	COMMENTS	PHASE
SR-303L to SR-101L	+ 1 GP	Underway 2011	I
	TI	Up to two locations	II
SR-101L to Van Buren St	+ 1 GP 83rd Ave to 99th Ave	Underway 2011	I
	Spot Improvements	Locations TBD	II
	TI	Up to three locations	V

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$250.0 million	**$283.5 million**	**$186.5 million**	**$123.2 million**	**$63.2 million**

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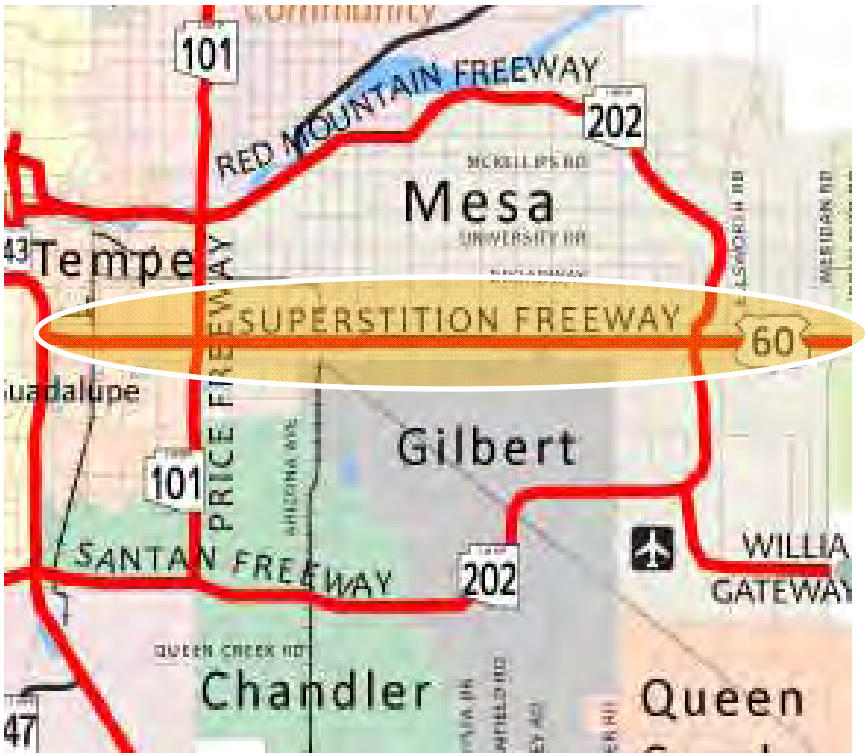
US-60/Superstition Fwy

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
I-10 to SR-101L	+1 GP	Underway Fall 2010	I
SR-101L to Val Vista Dr	TI	Lindsay Rd	V
Val Vista Dr to Power Rd	+ 2 GP + 1 HOV	Open to Traffic	I
Power Rd to Crismon Rd	+ 1 HOV	Open to Traffic	I
Crismon Rd to Meridian Rd	+ 1 GP + 1 HOV		III
	TI	Meridian Rd	II

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$134.2 million	**$168.8 million**	**$156.1 million**	**$121.0 million**	**$35.1 million**

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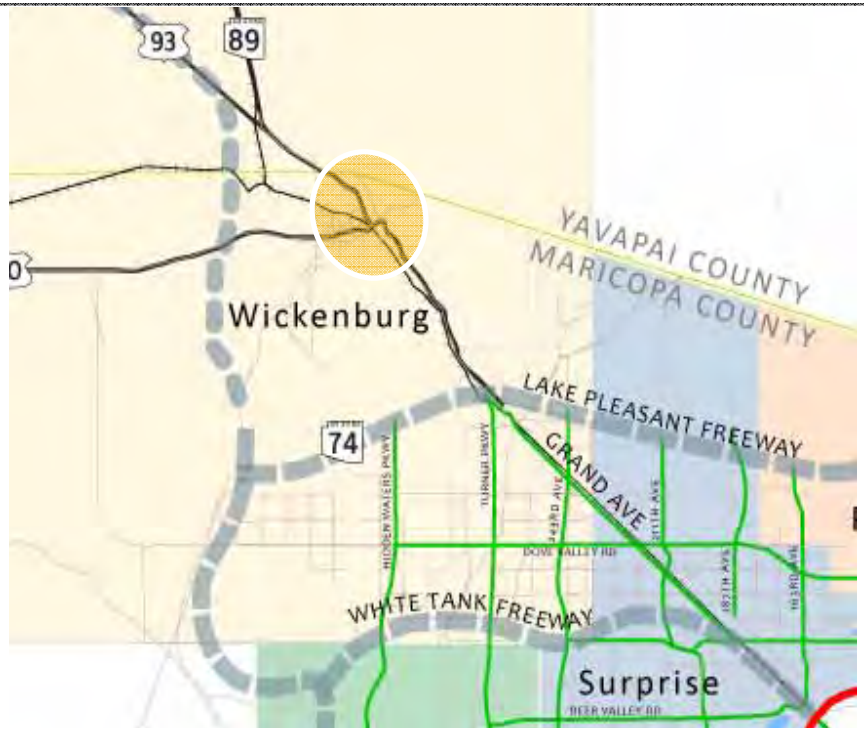
U.S. Highway 93

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
US-60 to Yavapai County	Interim Bypass	Underway Spring 2010	I

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$24.0 million	**$31.6 million**	**$31.6 million**	**$31.6 million**	**$ -**

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SR-51/Piestawa Fwy

- Action underway
- Deferral Recommendation
- Repackage Project

Projects

SEGMENT	ACTION	COMMENTS	PHASE
Shea Blvd to SR-101L	+1 GP		V
	+1 HOV	Open to Traffic	I
	DHOV	To/From SR-101L East; Open to Traffic	I

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$103.0 million	**$133.0 million**	**$51.3 million**	**$51.3 million**	**$ -**

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Loop 101/Agua Fria Fwy

- Action underway
- Deferral Recommendation
- Repackage Project

Projects

SEGMENT	ACTION	COMMENTS	PHASE
Interstate 10 to US-60	+ 1 HOV		III
	+ 1 GP		V
	DHOV	To/From I-10 East	V
US-60 to Interstate 17	TI	Beardsley Rd-Union Hills Connector	II
	+ 1 HOV		IV
	+ 1 GP		V
	DHOV	To/From I-17 South	V

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$470.8 million	**$637.3 million**	**$165.3 million**	**$59.4 million**	**$105.9 million**

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Loop 101/Pima Fwy

- Action underway
- Deferral Recommendation
- Repackage Project

Projects

SEGMENT	CONCEPT	COMMENTS	PHASE
Interstate 17 to SR-51	+1 HOV		II
	+1 GP		IV
SR-51 to Princess Dr	+1 HOV	Open to Traffic	II
	+1 GP		IV
Princess Dr to Shea Blvd	+1 HOV	Open to Traffic	I
	+1 GP		II
Shea Blvd to SR-202L	+1 HOV	Open to Traffic	I
	+1 GP		II

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$403.6 million	**$491.6 million**	**$453.6 million**	**$123.9 million**	**$329.8 million**

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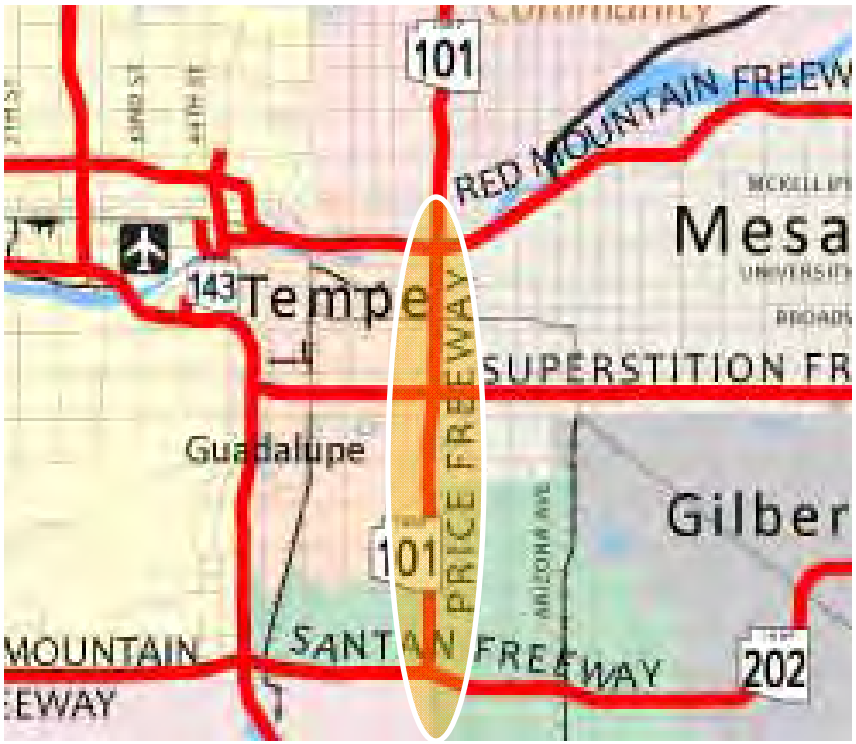
Loop 101/Price Fwy

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
SR-202L/Red Mountain to Baseline Rd	+1 HOV		I
Baseline Rd to SR-202L/ Santan	+1 HOV		I
	+ 1 GP		IV

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$104.0 million	**$102.2 million**	**$96.4 million**	**$44.1 million**	**$52.3 million**

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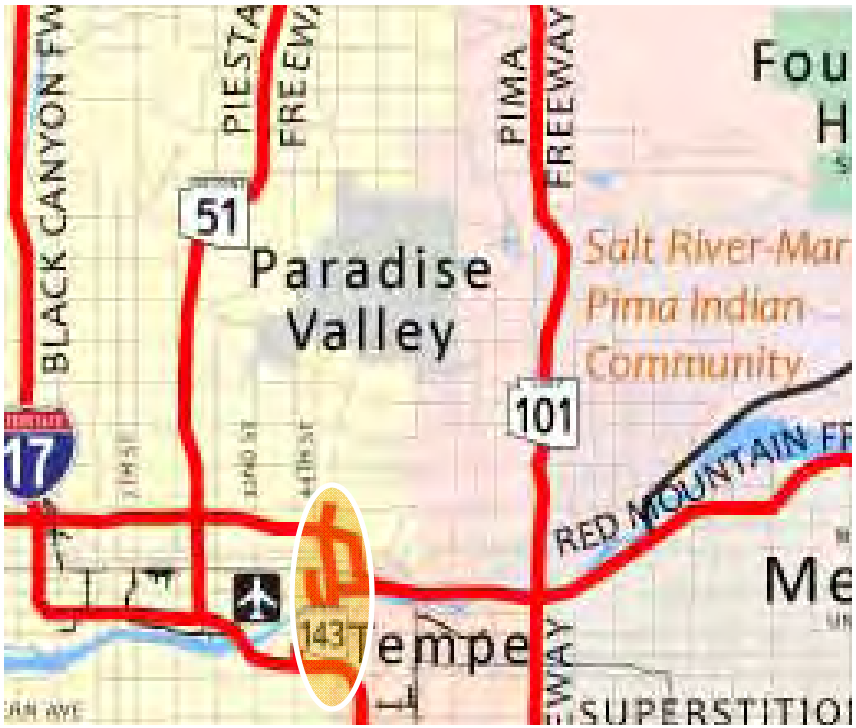
SR-143/Hohokam Expressway

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
McDowell Rd to Interstate 10	TI	Reconstruct Sky Harbor Blvd/SR-202S Ramps to complete access	I

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$ -	**$36.6 million**	**$36.6 million**	**$36.6 million**	**$ -**

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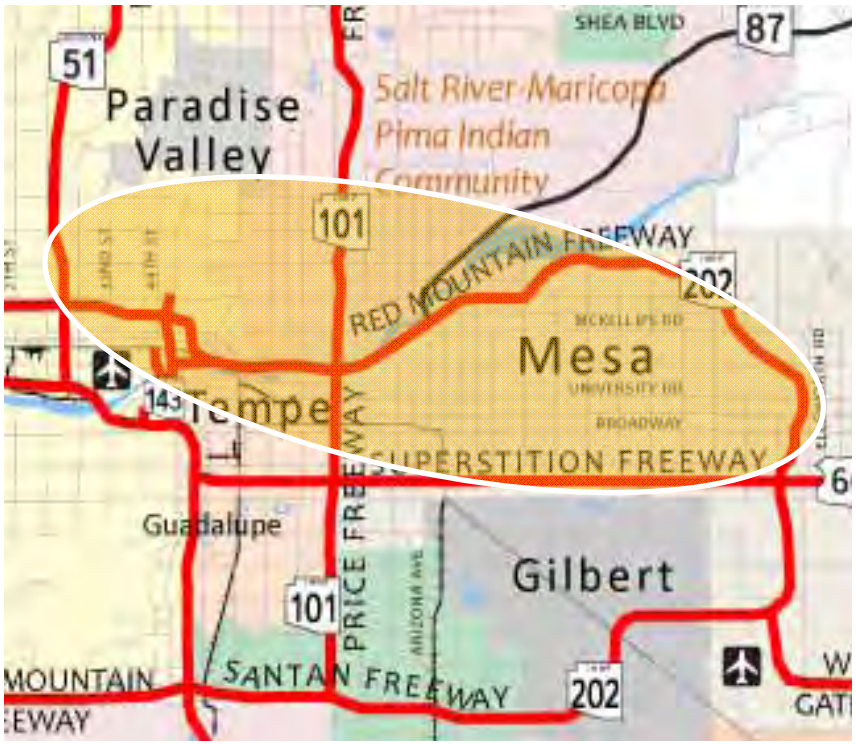
Loop 202/Red Mountain Fwy

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	CONCEPT	COMMENTS	PHASE
I-10/SR-51 to Rural Rd	+1 GP Eastbound	Underway Spring 2011	I
Rural Rd to SR-101L	+1 GP		II
SR-101L to Gilbert Rd	+1 HOV	Underway Spring 2011	I
	+1 GP		II
	TI	Mesa Dr	V
Gilbert Rd to Higley Rd	+1 HOV		III
	+1 GP		V
Higley Rd to US-60	+ 1 HOV		
	+1 GP		V
	DHOV	To/From US-60 West	V

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$419.6 million	**$642.2 million**	**$395.1 million**	**$254.4 million**	**$140.7 million**

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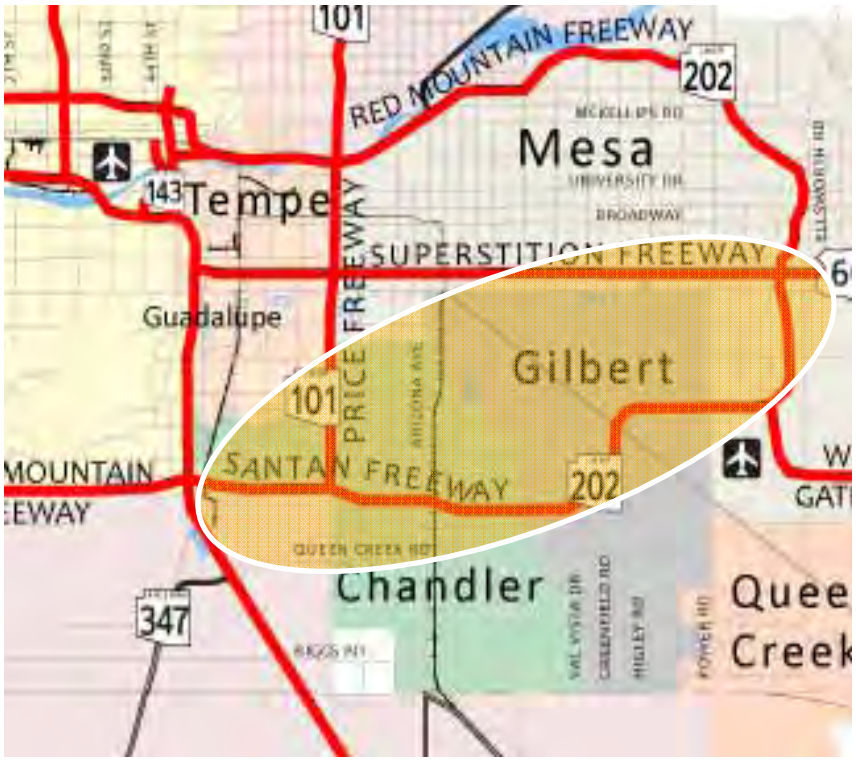
Loop 202/Santan Fwy

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
Interstate 10 to Dobson Rd	+1 HOV		II
	DHOV	To/From I-10 North	II
	DHOV	To/From SR-101L North	III
	+1 GP		V
Dobson Rd to Val Vista Rd	+1 HOV		II
	+1 GP		V
Val Vista Rd to US-60	+1 HOV		IV
	+1 GP		V

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$357.4 million	**$437.3 million**	**$152.8 million**	**$1.1 million**	**$151.7 million**

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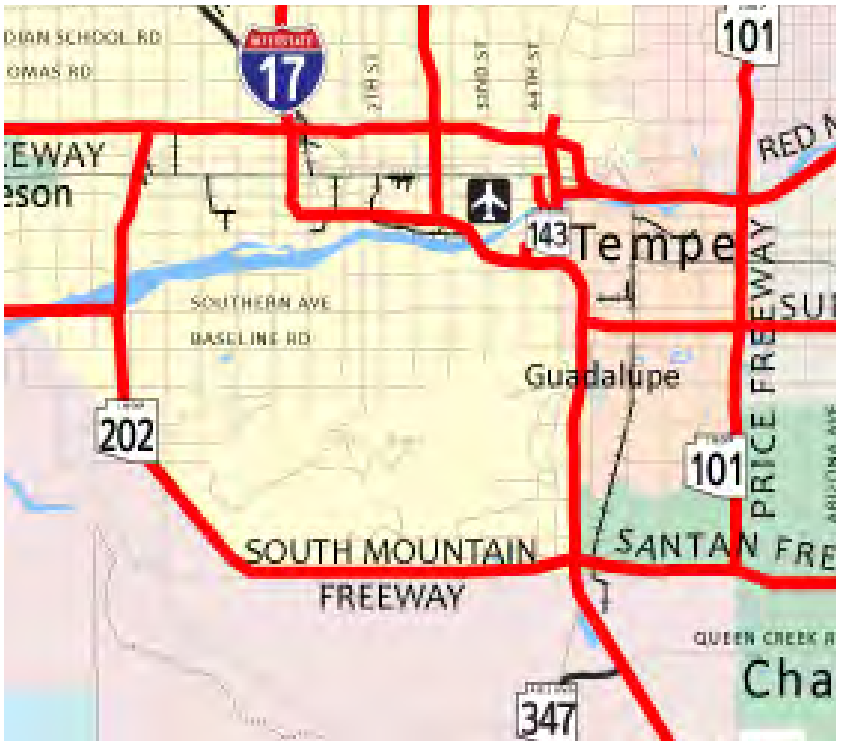
Loop 202/South Mountain Fwy

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
Interstate 10/ Papago to Interstate 10/ SR-202L Santan	+3 GP – new freeway	Move forward with freeway plans to include 3 GP lanes plus 1 HOV lane	I, II

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$1,067.0 million	**$2,472.3 million**	**$1,900.0 million**	**$61.3 million**	**$1,838.7 million**

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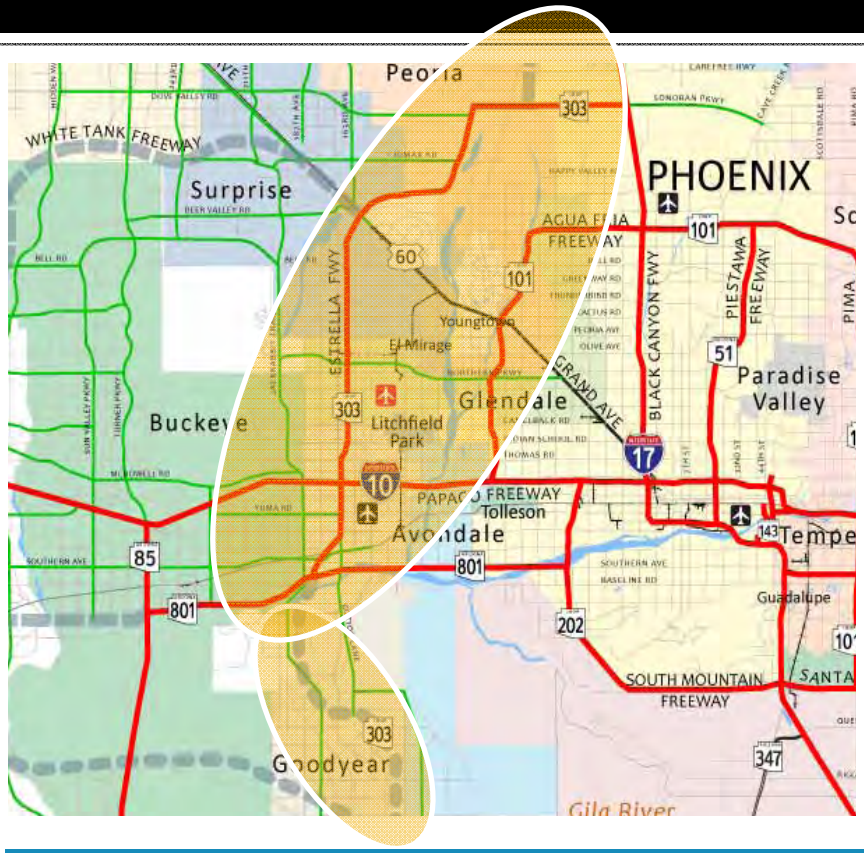
Loop 303

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
Riggs Rd to SR-801/MC-85	ROW		V
SR-801/MC-85 to Interstate 10	+ 3 GP – new freeway		V
Interstate 10 to US-60	+ 3 GP – new freeway		II
	TI	Northern Pkwy interchange	V
	TI	Complete US-60 interchange	V
US-60 to Interstate 17	+ 2 GP – Interim rdwy	Underway Open 2011	I
	+ 1 GP – finish fwy		II

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$1,420.0 million	**$2,995.2 million**	**$1,845.9 million**	**$459.7 million**	**$1,386.2 million**

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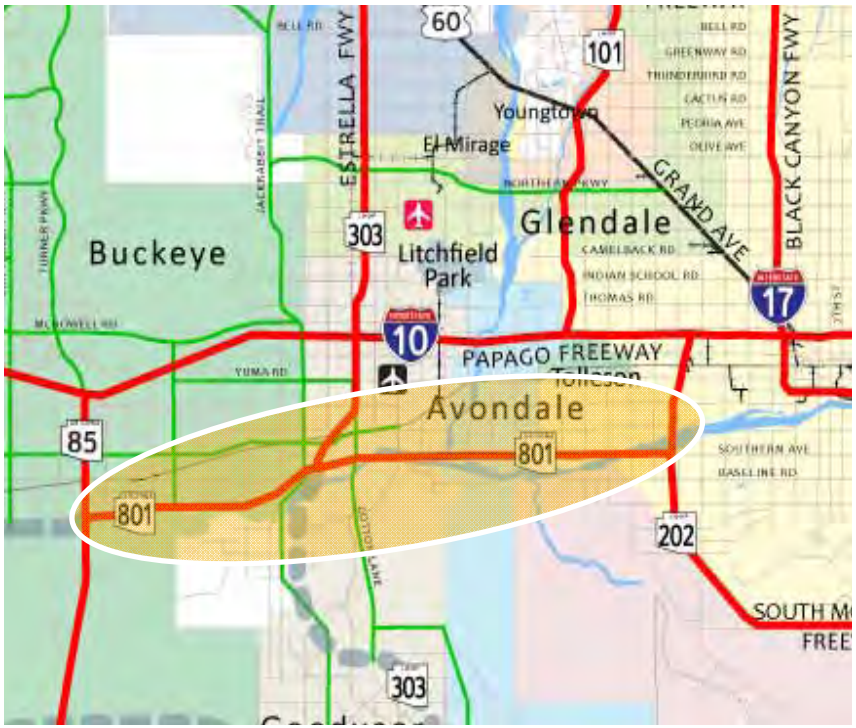
Arizona State Route 801

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
SR-85 to SR-303L	+1 GP – interim facility	Complete EA to identify alignment	V
SR-303L to SR-202L	+3 GP – new freeway		V

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$805.0 million	**$1,863.5 million**	**$25.0 million**	**$25.0 million**	**$ -**

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SR-802/Williams Gateway Fwy

- Action underway
- Deferral Recommendation
- Repackage Project

Projects

SEGMENT	ACTION	COMMENTS	PHASE
SR-202L to Ellsworth Rd	+3 GP – new freeway	SR-202L interchange and interim 2 GP lanes	III
		+ 1 GP Lane and finish freeway	V
Ellsworth Rd to Meridian Rd	+ 3 GP – new freeway		V

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$325.0 million	**$471.3 million**	**$183.4 million**	**$28.3 million**	**$155.1 million**

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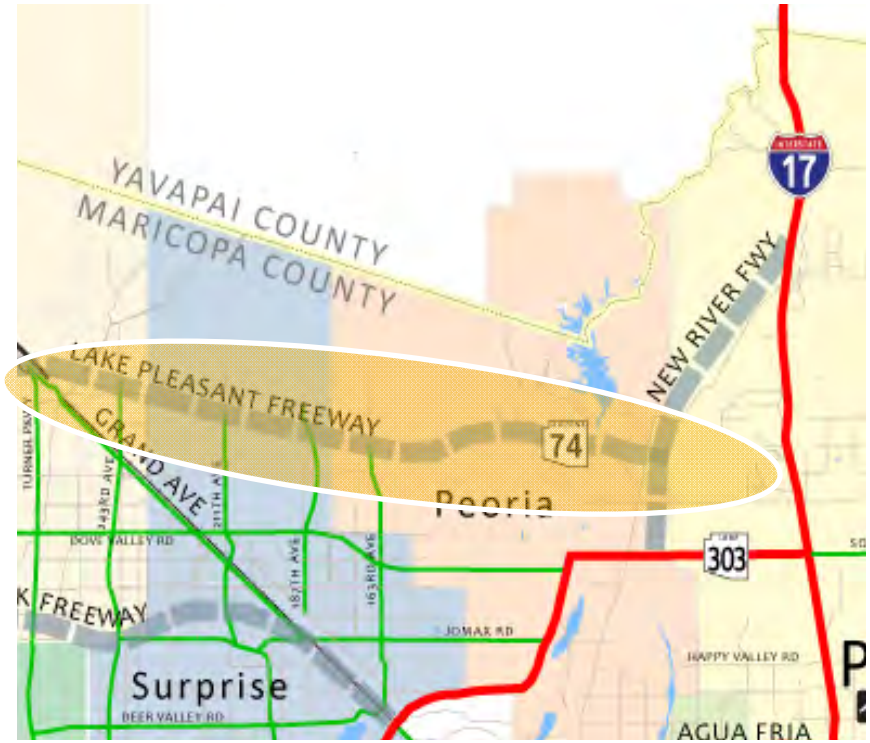
SR-74/Carefree Highway

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
US-60 to SR-303L Spur	Passing Lanes	Underway Open 2010	I
	ROW	Conduct EA and DCR for Lake Pleasant Fwy corridor preservation	V
SR-303L Spur to Interstate 17	ROW		V

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$48.0 million	**$55.1 million**	**$10.1 million**	**$10.1 million**	**$ -**

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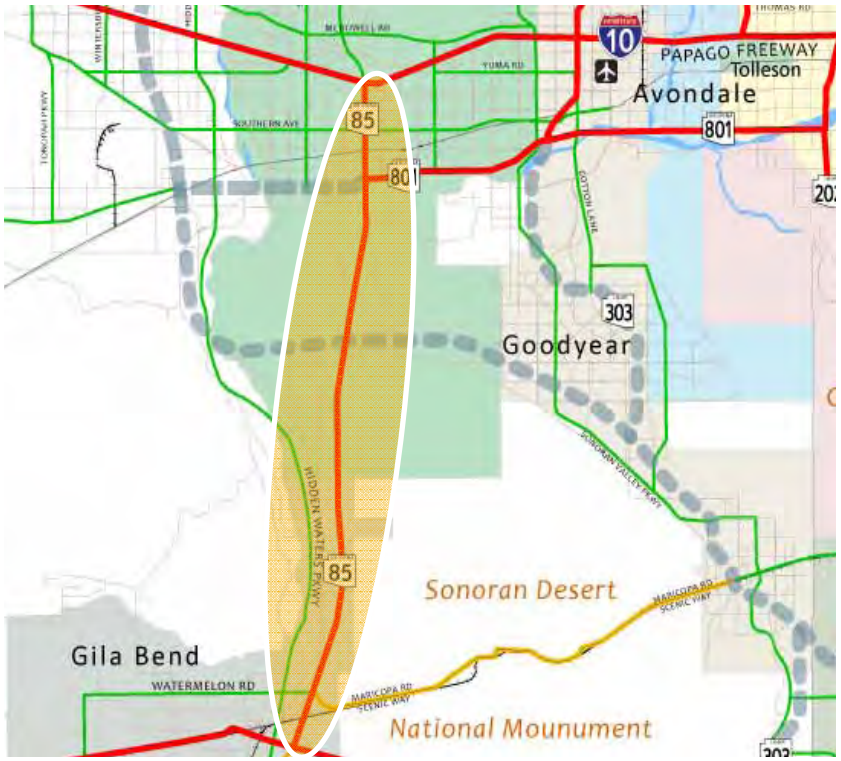
Arizona State Route 85

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
Interstate 10 to Hazen Rd	+1 GP	ARRA project Underway 2010-2011	I
	Full freeway construction		V
Hazen Rd to Interstate 8	+1 GP	Underway 2010-2011	I
	Full freeway construction	Includes Interstate 8 interchange	V

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$118.6 million	**$251.0 million**	**$142.5 million**	**$142.5 million**	**$ -**

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Arizona State Route 87

- Action underway
- Deferral Recommendation
- Repackage Project

Projects

SEGMENT	ACTION	COMMENTS	PHASE
Gila County to Shea Blvd	Spot Improvements	Includes Four Peaks Rd interchange	I

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$38.2 million	**$49.2 million**	**$49.2 million**	**$49.2 million**	**$ -**

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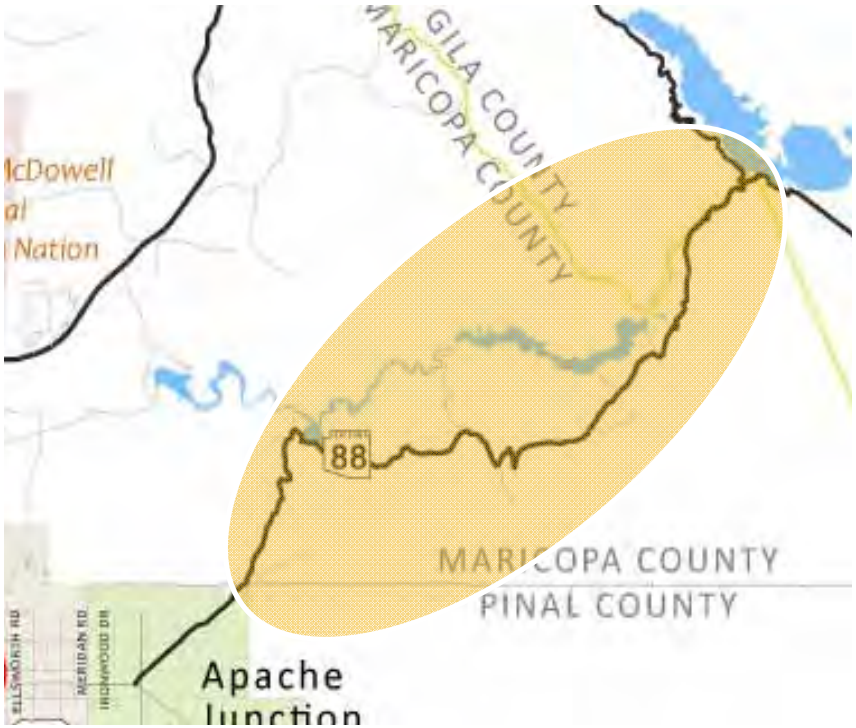
SR-88/Apache Trail

- Action underway
- Deferral Recommendation
- Repackage Project



Projects

SEGMENT	ACTION	COMMENTS	PHASE
Pinal County to Gila County	Spot Improvements	Fish Creek Hill improvements	I

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$1.8 million	**$1.7 million**	**$1.5 million**	**$1.5 million**	**$ -**

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System-wide Improvements

- Freeway Management System
- Maintenance
- Noise Mitigation
- Right-of-Way
- Design
- Minor Projects

2003 RTP Estimate	2009 ADOT Cost Opinion	**Estimate for Proposed Action**	Funding obligated thru FY2010	Remainder for Proposed Action
$987.0 million	**$1,514.7 million**	**$987.1 million**	**$319.5 million**	**$667.6 million**

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Next Steps

- Incorporate the proposed changes into the Regional Freeway and Highway Life Cycle Program
  - Align with expected cash flows.
  - Refine phases as needed.
- Incorporate into Regional Transportation Plan 2010 Update

Looking west at US-60/Superstition from the Super-Red-Tan interchange

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“It takes less time to do a thing right than it does to explain why you did it wrong.”

HENRY WADSWORTH LONGFELLOW, AMERICAN POET

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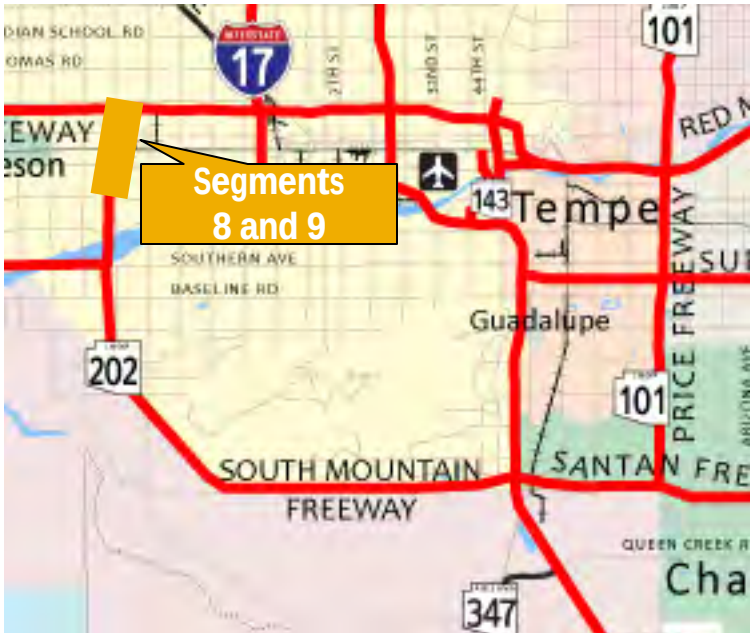
Options
South Mountain Corridor

FROM JANUARY 2009 PRESENTATION

- Continue with current plans for 6-lane construction; clear and obtain ROW for ultimate 10-lane freeway
- Construct as a 6-lane freeway only with provision for HOV lanes in median
- "SR-51 Option" – Build freeway within narrower ROW footprint
- Construct as an Arizona Parkway in Freeway ROW
- Construct as an Arizona Parkway in Parkway ROW
- No Build



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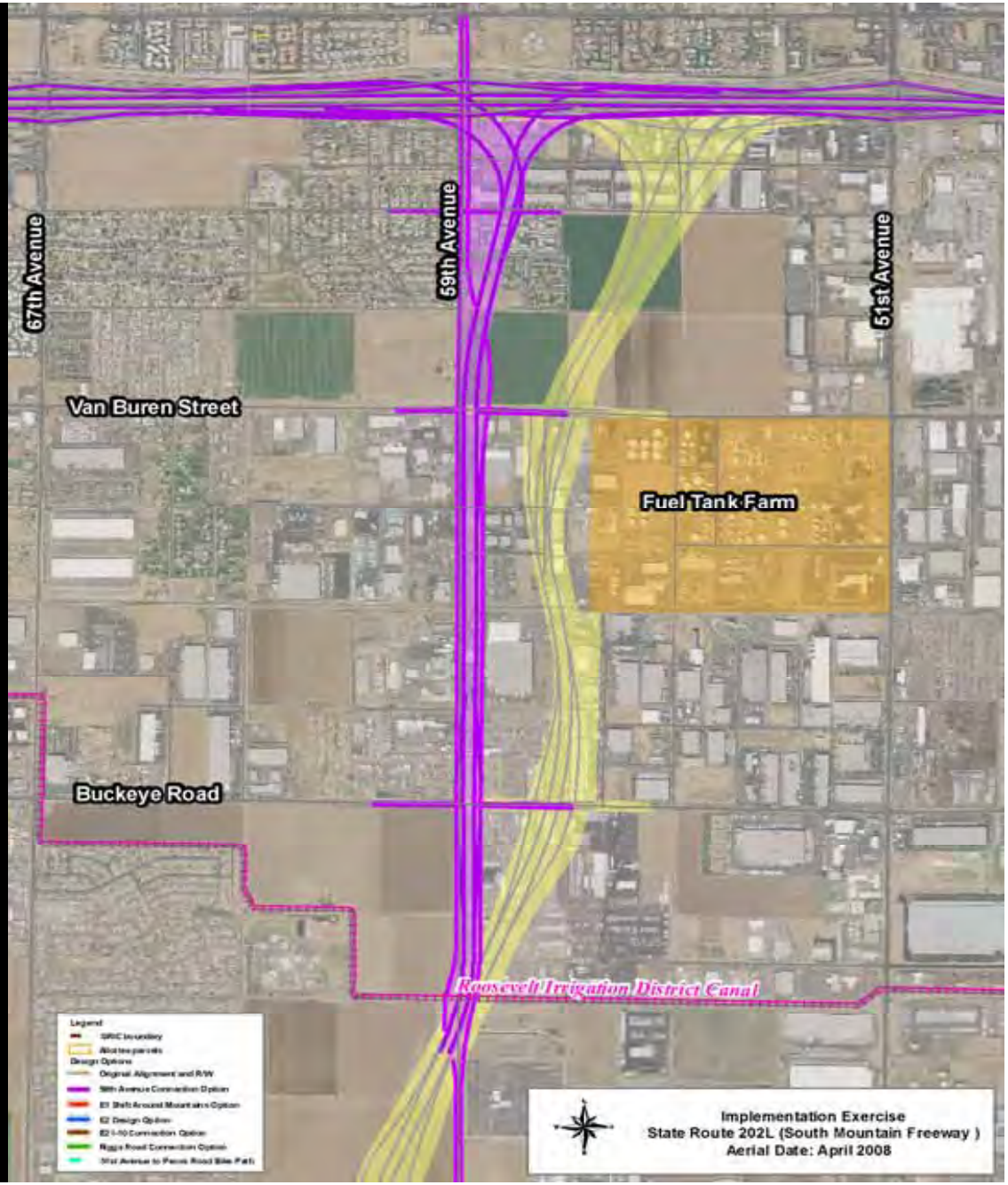
59th Avenue Option

South Mountain Corridor



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“Prop 300” Cross-Section

SR-51, looking north from Cactus Rd Overcrossing

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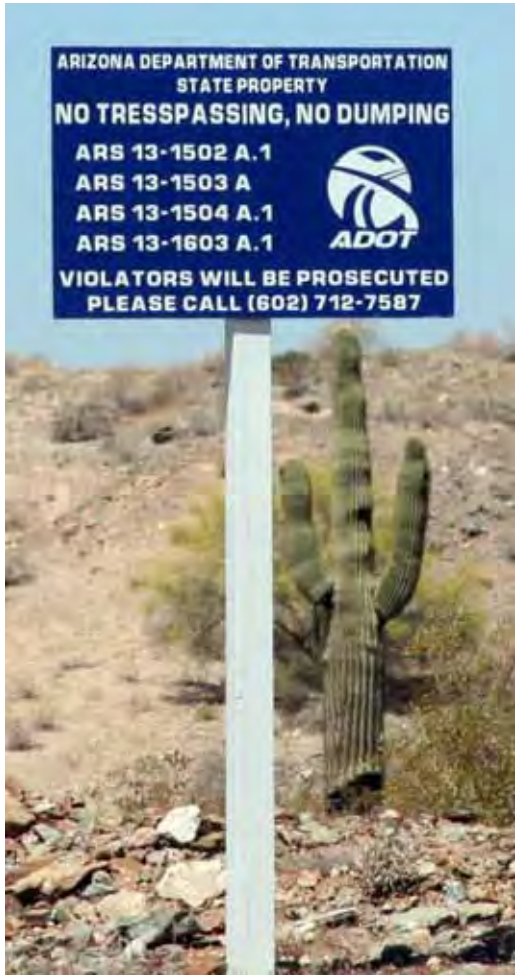
“Prop 300” Cross Section

ADOT owns 95% of the Right-of-Way along Pecos Rd



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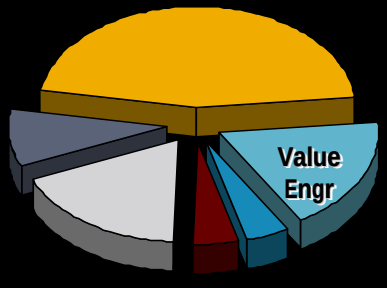
Anticipated Savings
South Mountain Corridor

DRAFT
Program still under study.



RTP Budget for South Mountain	**$1,067.0 million**
Current ADOT Cost Opinion	**$2,470.1 million**
Use 59th Avenue versus "55th Avenue"	*- $128.4 million*
Use "Prop 300" Cross Section versus current proposal	*- $105.2 million*
Lower ROW Contingency and Construction Costs	*- $204.1 million*
Other potential savings from Value Engineering	*- $132.5 million*
NEW COST OPINION	**$1,900.0 million**
NET SAVINGS	**$570.1 million**

Includes HOV Lanes for entire corridor

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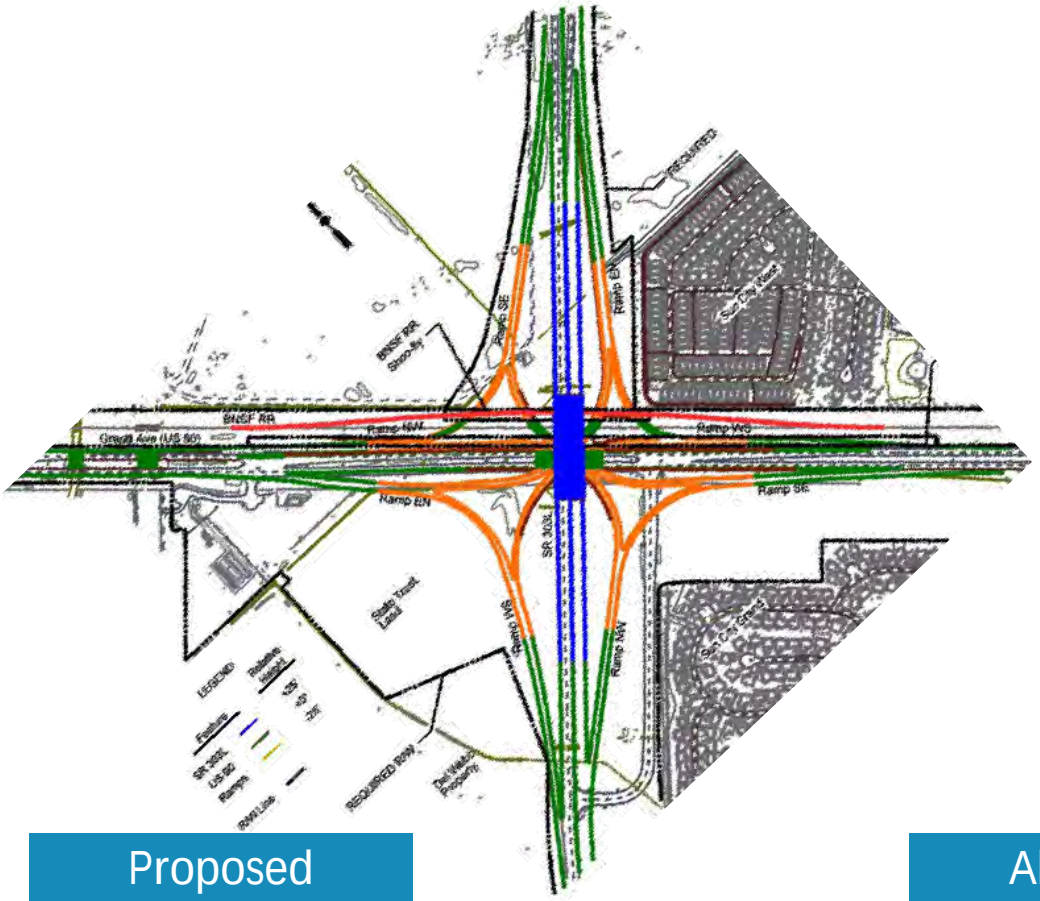
US-60/Grand Avenue TI

Loop 303 Corridor



Proposed
$200 million

Alternate
$50 million

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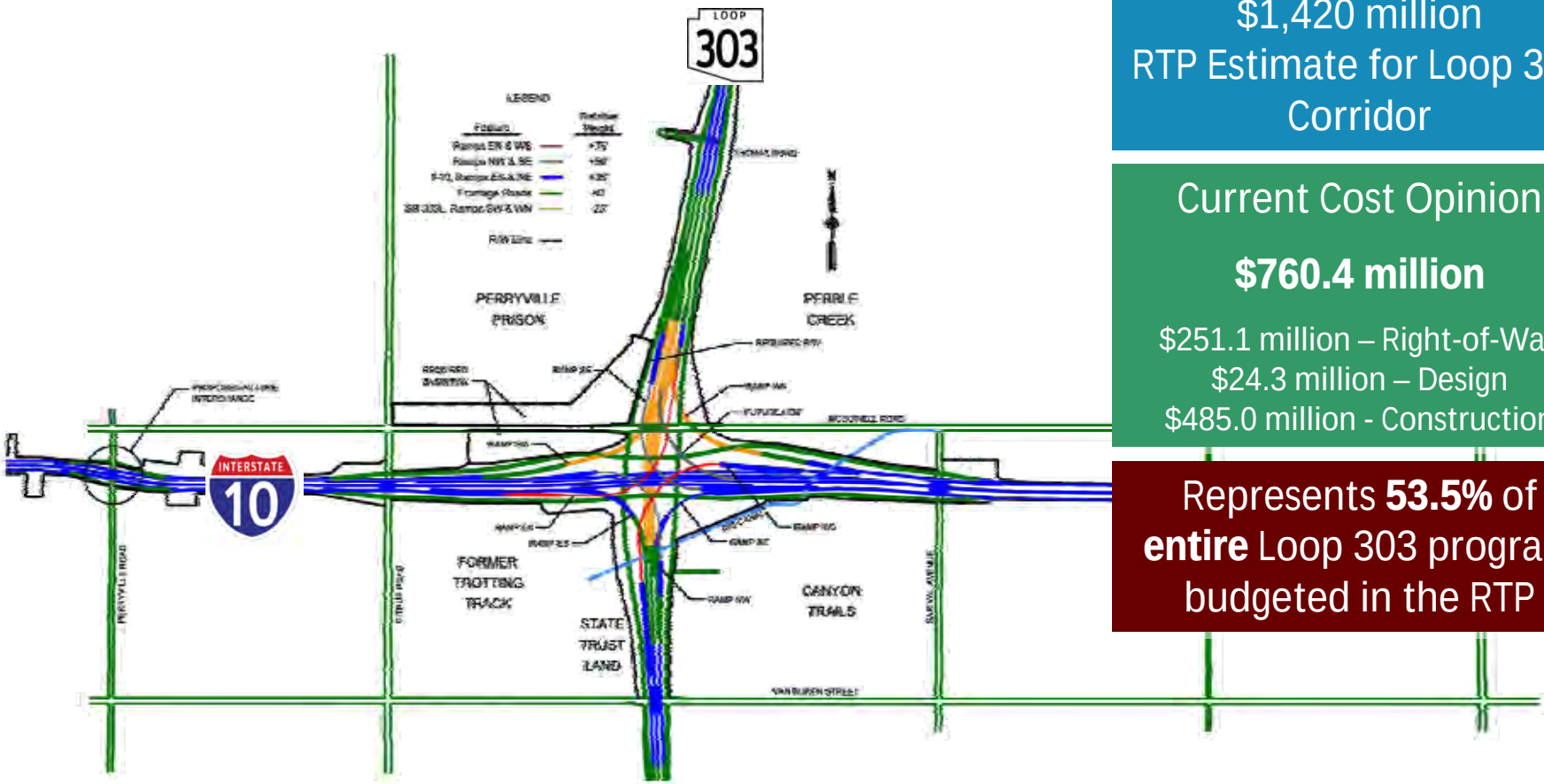
Interstate 10/Papago Fwy TI

Loop 303 Corridor



$1,420 million
RTP Estimate for Loop 303 Corridor

Current Cost Opinion

$760.4 million

$251.1 million – Right-of-Way
$24.3 million – Design
$485.0 million - Construction

Represents **53.5%** of **entire** Loop 303 program budgeted in the RTP

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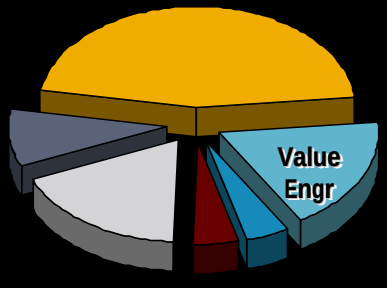
Anticipated Savings
Loop 303 Corridor

DRAFT
Program still under study.



RTP Budget for Loop 303	**$1,420.0 million**
Current ADOT Cost Opinion	**$3,054.0 million**
Use US-60 partial cloverleaf versus Stacked SPUI	*- $150.0 million*
Simplify Interstate 10 TI	*- $370.0 million*
Lower ROW Contingency and Construction Costs	*- $185.0 million*
Defer construction of MC-85 to Interstate 10 Segment	*-$240.0 million*
Other potential savings from Value Engineering	*- $100.0 million*
NEW COST OPINION	**$2,009.0 million**
NET SAVINGS	**$1,045.0 million**

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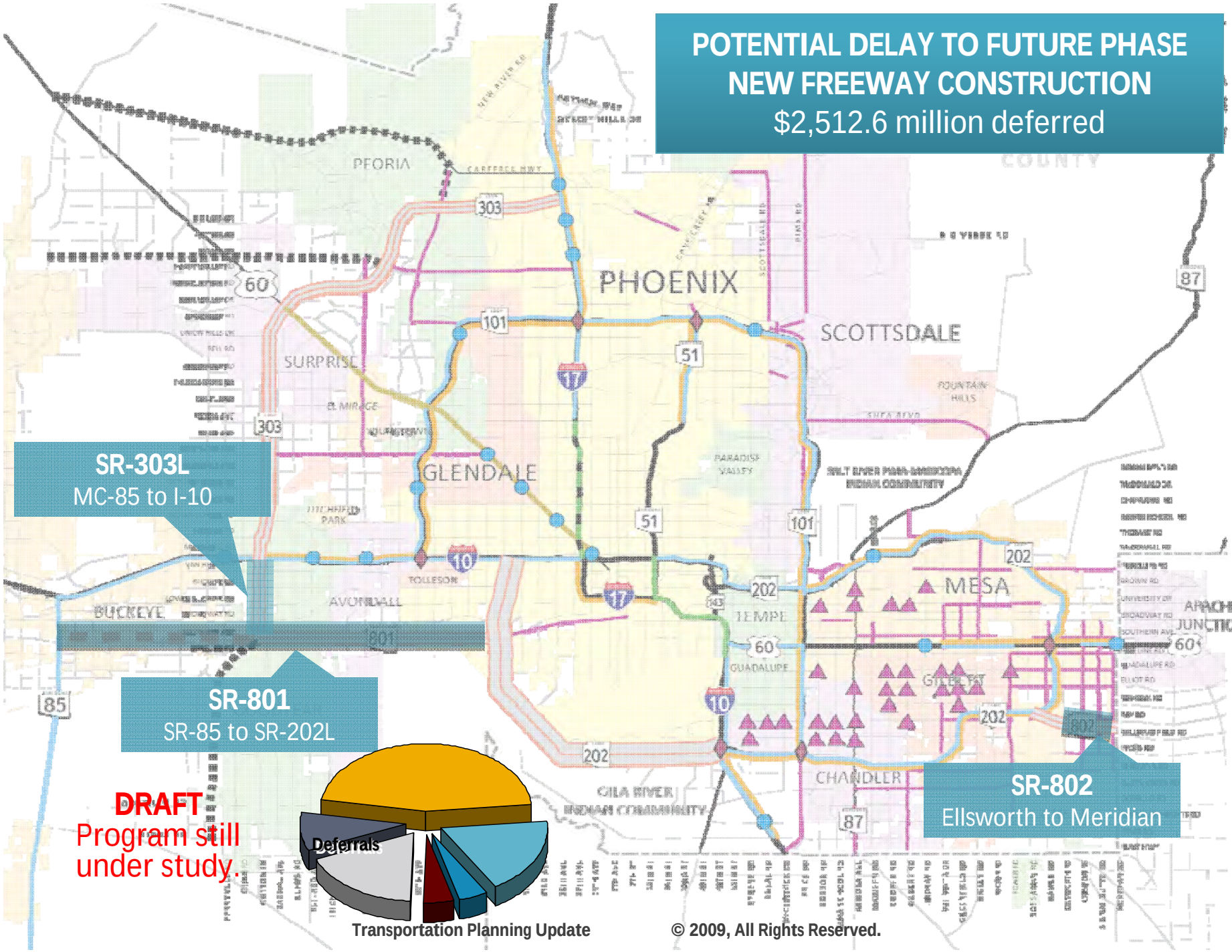
POTENTIAL DELAY TO FUTURE PHASE NEW FREEWAY CONSTRUCTION

$2,512.6 million deferred



DRAFT
Program still under study.

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POTENTIAL DELAY TO FUTURE PHASE ADD GENERAL PURPOSE LANES

$1,194.8 million deferred

I-17/Black Canyon
SR-74 to New River Rd

SR-101L/Agua Fria
I-10 to I-17

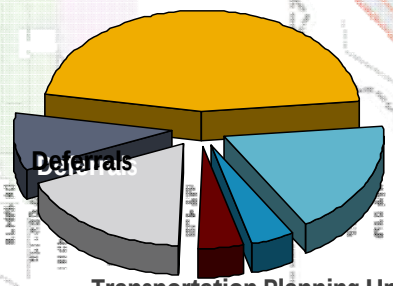
SR-51/Piestawa
Shea Blvd to SR-101L

I-10/Papago
SR-85 to Verrado Way

SR-202L/Red Mountain
Gilbert Rd to US-60

SR-202L/Santan
US-60 to I-10

DRAFT
Program still under study.



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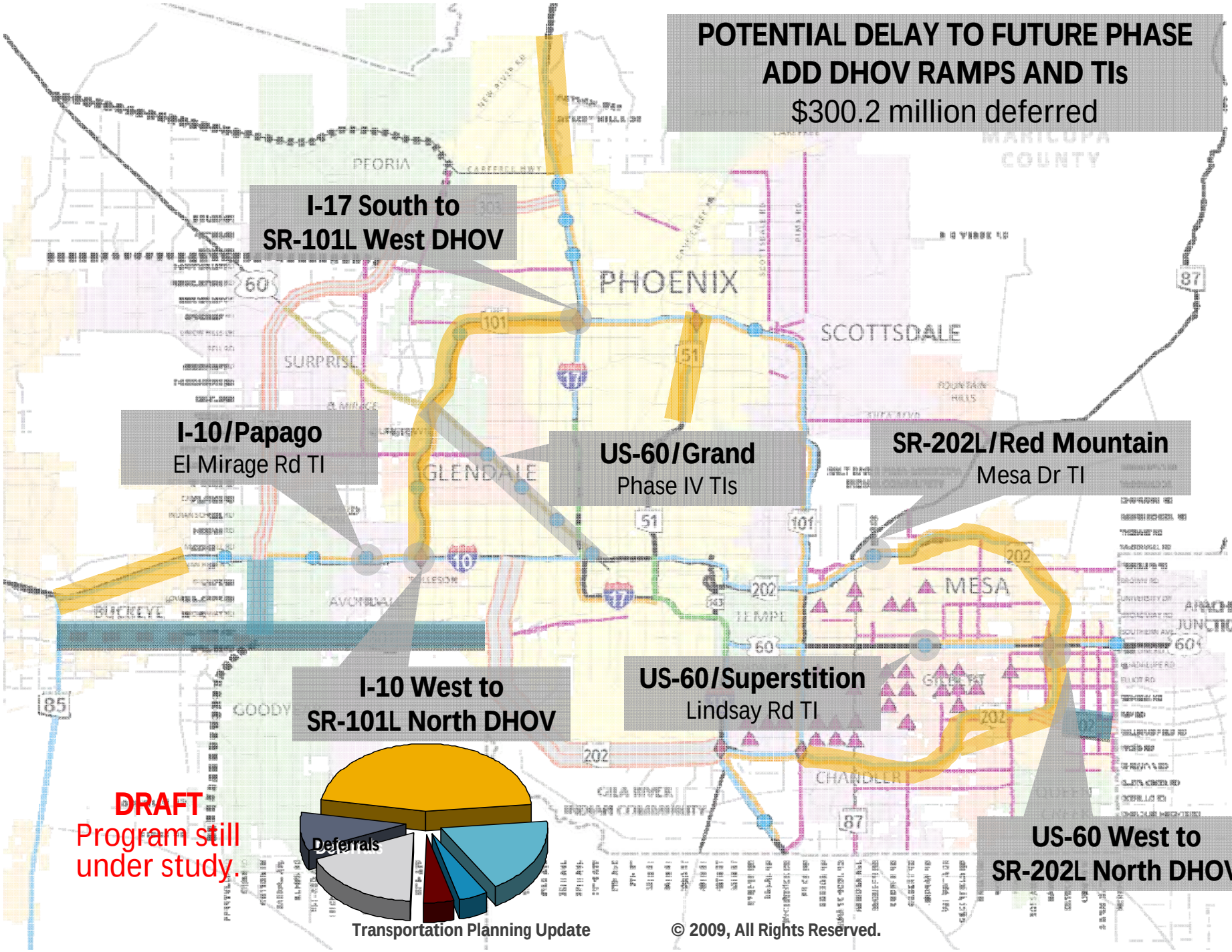
POTENTIAL DELAY TO FUTURE PHASE ADD DHOV RAMPS AND TIs

$300.2 million deferred



DRAFT
Program still under study.

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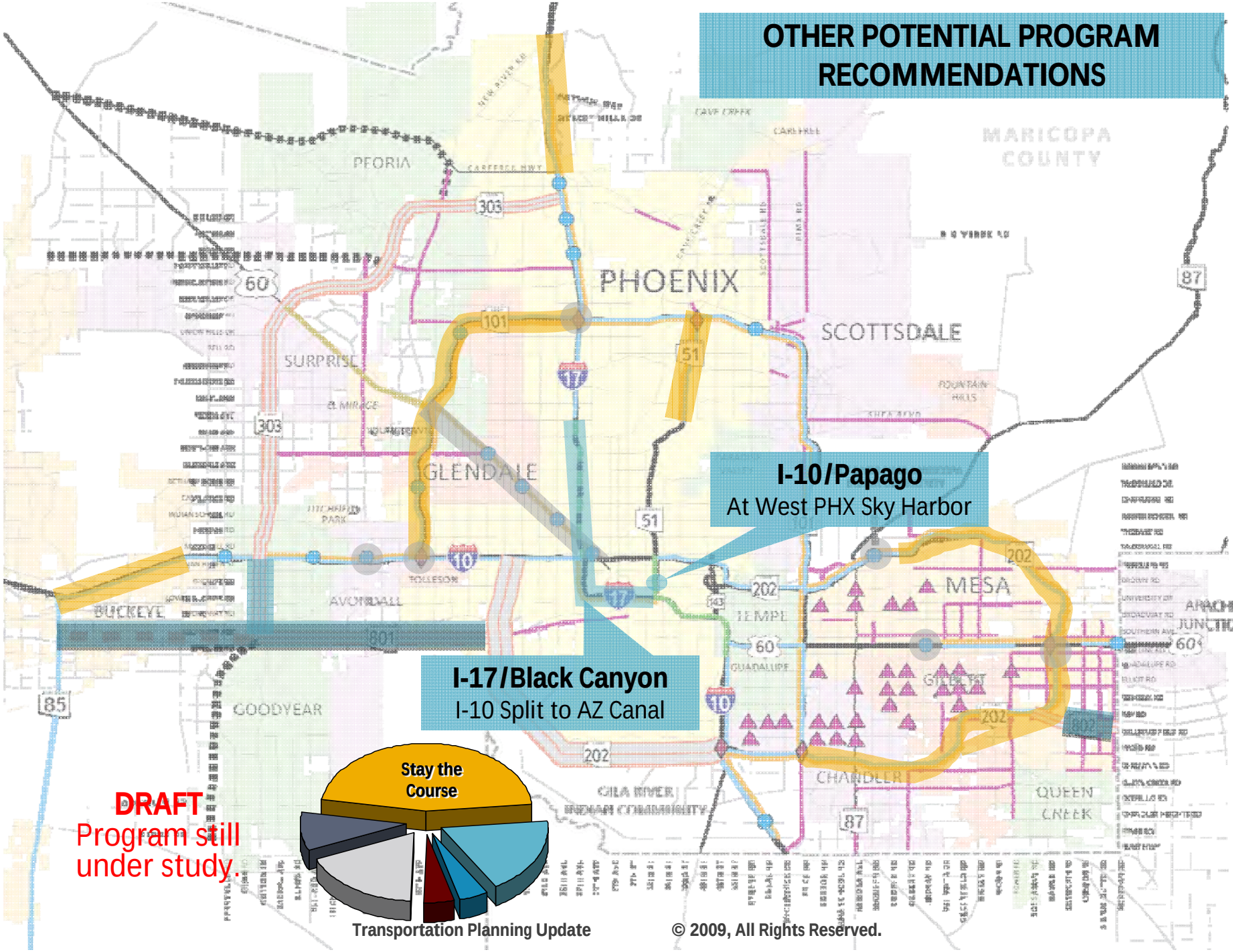
OTHER POTENTIAL PROGRAM RECOMMENDATIONS



DRAFT
Program still under study.

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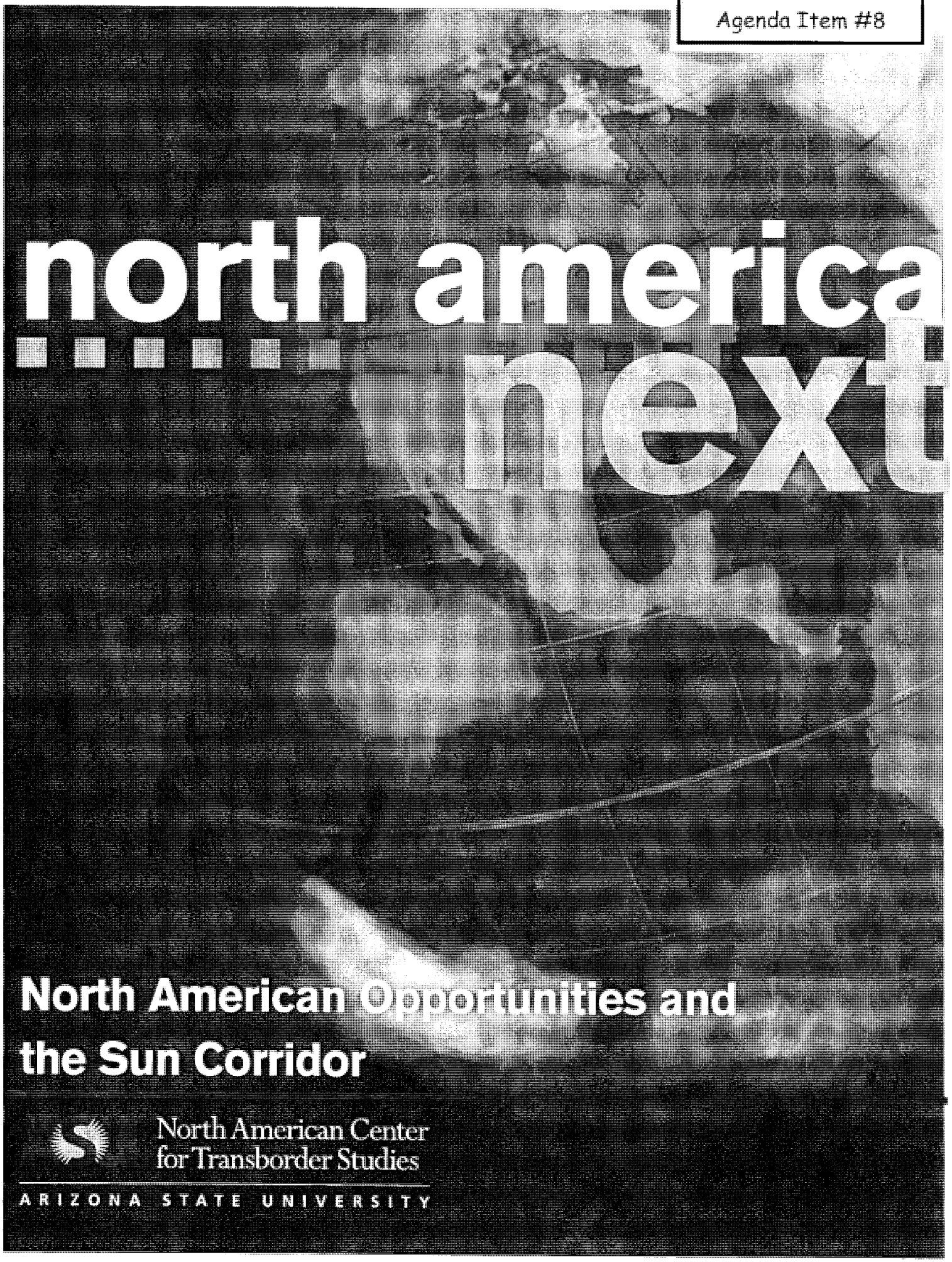
Agenda Item #8



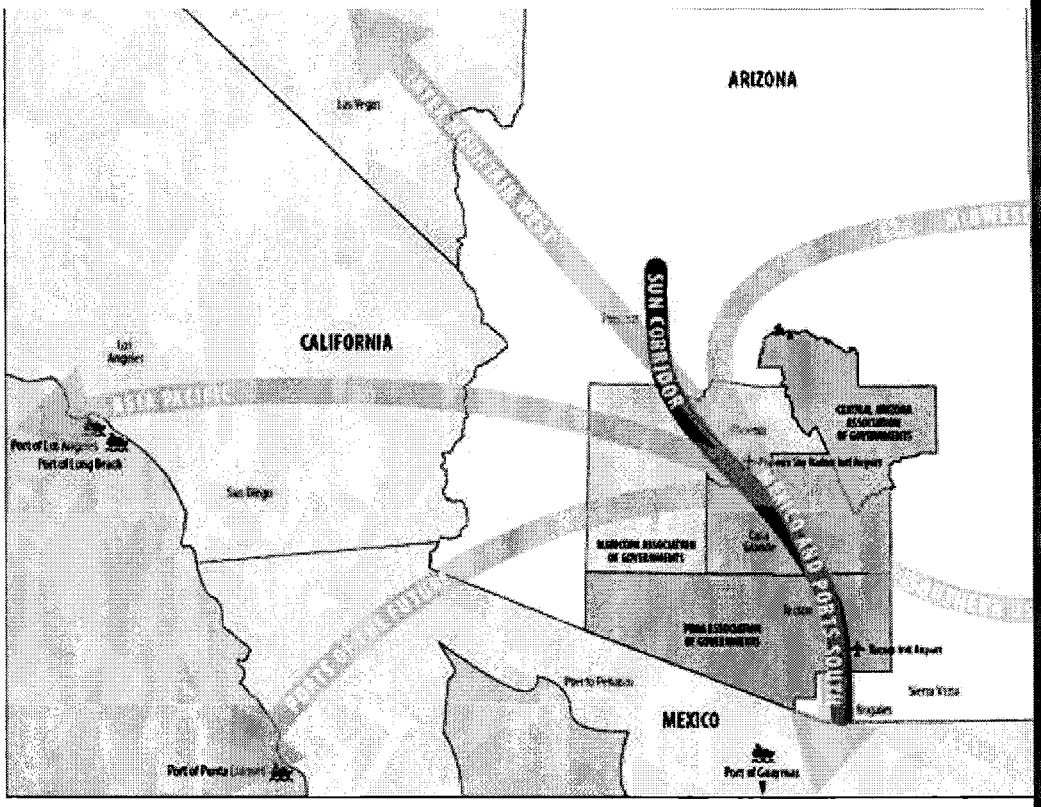
north america next

North American Opportunities and the Sun Corridor

North American Center for Transborder Studies

ARIZONA STATE UNIVERSITY

North American Opportunities and the Sun Corridor



The Bottom Line

Significant and sustained cooperation among regional governance organizations in the Sun Corridor--the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG), and the Central Arizona Association of Governments (CAAG) -- should be implemented to take advantage of international opportunities and bring broad benefits to the citizens of the Arizona and especially the growing Megapolitan connecting Phoenix, Casa Grande, and Tucson.

NACTS Policy Analysis Review No. 3

North American Center for Transborder Studies
ARIZONA STATE UNIVERSITY

Prepared in Partnership with:

Pima Association of Governments

MARICOPA ASSOCIATION of GOVERNMENTS

CAAG

Overview

The Sun Corridor exists within a broader, *somewhat* integrated and dynamic North American economic context. Canada, Mexico, and the U.S. are sovereign nations but share in many sectors an "economic space," and Arizona and specifically the Sun Corridor are an essential part of this economic space due to the proximity to the Mexican border, the competitiveness of Arizona's resources, and its easy access to central Mexico through its neighbor, the state of Sonora.

No one "planned" this economic interdependence on a continental scale. The most powerful drivers of economic change were corporate strategies and structures. The resulting degree of collaboration between governments is unique, as they are not so much trade partners, as partnerships in production. What flows across Arizona's international borders are not mainly finished goods, but inputs and raw materials into complex, cross-border production systems. The automotive industry is the largest example of this, as it represents a quarter of the goods that cross the Mexican border every day, and automobiles are the primary commodity that crosses Arizona's border. The billions of dollars in goods coming into Arizona from Mexico are not the only freight opportunities that may exist for the Sun Corridor, but also those coming from Asia through California, and from its eastern neighbors such as Texas.

International sea port expansions in Mexico such as Manzanillo, Lázaro Cárdenas, Guaymas, and even Punta Colonet, can be expected to significantly increase the flow of freight and traffic through the U.S.-Mexico border. These port developments will easily double the amount of freight coming through the California, Arizona, New Mexico, and Texas Ports of Entry. This activity is anticipated to be a primary driver for the expansion of development and economic growth in the nation's border states – especially Arizona. Even with the recession and peso devaluation delaying completion of the Punta Colonet development back to a 2016 timeframe, the Mexican government is set to begin the bidding process for the development by the end of 2009. Although Arizona should not rely on this opportunity immediately, the state should begin thinking how it could incentivize the port and rail development by anticipating and planning for the growth of freight in the near future. With possible freight shipments moving to Mexico to avoid the overcrowded ports in Southern California, the Sun Corridor must poise itself to take the necessary steps to capture the growth in global business opportunities with Mexico and the Far East.

It is also important to note that the ongoing expansion of the Panama Canal will also create ripple effects on global trade and competitiveness in the Western Hemisphere. In 2014, the maximum cargo load capacity of ships passing through the canal will increase to 14,000 containers per ship from the current 4,500 containers per ship. This is nearly three times as much cargo per ship that will be able to circumvent the California ports and no longer travel through Arizona. As 70% of the cargo unloaded in Los Angeles and Long Beach is destined east and north, if shippers chose to use the possibly less expensive (and in some cases faster) route through the Panama Canal, the Sun Corridor could potentially experience a net loss of freight transit from the Los Angeles and Long Beach ports. To remain a competitive and attractive alternative, the Sun Corridor must enhance its position and increase the economic and strategic profitability of the routes through Arizona by providing value added industry clusters and extensive transportation connections and distribution centers.

Existing Arizona Examples and Plans for Cooperation

There are already numerous entities and plans that coordinate efforts between municipalities and counties within the Sun Corridor. These preexisting plans help to plan for the future by leveraging resources and creating a more efficient and sustainable environment within the region. MAG has been a leader in bringing different stakeholders together to prepare for future needs within the MAG region. MAG began the process of coordination and long-range planning with the adoption of its Regional Transportation Plan, (RTP), which was uniquely developed including both policymakers and representatives from the business community. The RTP addresses various transportation issues, with the intention of providing a guiding framework to guide long range planning efforts. This plan is a strong example for long term planning, and sets the stage for preemptive demand side management such as the introduction of possible commuter transit service between counties. The Pima Association of Governments (PAG) has become a leader within the state as well with its 2030 RTP which examines a broad range of multi-modal transportation efforts to address its future demands. The Central Arizona Association of Governments works with the Arizona Department of Transportation (ADOT) to provide various transportation planning activities throughout Gila and Pinal counties and has also been active in the development of several Small Area Transportation Studies in the region.

MAG's Hassayampa and Hidden Valley Framework Studies, which illustrate the projected growth and transportation needs within and neighboring Maricopa County, initiated a statewide Reconnaissance Study leading to the Building a Quality Arizona (BQAZ) effort. BQAZ, envisioned as a key nexus of statewide collaboration, is aiming to collectively bring metropolitan planning organizations together with state government officials, as well as other stakeholders to coordinate and address Arizona's long term transportation and infrastructure needs. The goal of BQAZ includes the development of a Statewide Transportation Framework which will include regional framework planning efforts from across the state leading to an update of Arizona's Statewide Transportation Plan in 2010.

Another example of long term regional transportation planning was implemented by the Arizona Department of Transportation with its MoveAZ Long Range Transportation Plan. This living document provides a vision for future expansions and needs far beyond the current infrastructure level. MoveAZ is updated every five years to show changes in expectations, and update the needed infrastructure in the state. MoveAZ is largely driven by public interaction and outreach in order to collect and better understand the needs of the communities that the planned roadways and transit will serve.

With these long term plans, and the enormous forecasted growth for the Sun Corridor, these efforts provide a great opportunity to further implement smart and strategic growth in Arizona. These opportunistic strategies are called demand-side strategies because of their impact on the decisions of consumers to use more sustainable and long-term effective options. In contrast, supply-side strategies attempt to keep pace with the current growth and infrastructure cycles instead of changing them for more efficient growth.

Models of cooperation in Arizona regarding cooperative funding and finance span between multiple municipal and county governments and also bi-national coordination. The Greater Arizona Development Authority (GADA), and the Arizona International Development Authority (AIDA) are examples of models of government that cross county and municipal lines. GADA provides smaller communities with an instrument to finance public infrastructure projects that can promote economic development by providing leverage for bonds and other loans. This allows communities in the rapidly growing areas in Arizona that do not have large funds or high credit ratings, to obtain bonds for needed large-scale projects.

As part of the Arizona Department of Commerce, GADA, is a financing tool for public projects that are too expensive for a small municipalities or government entities to fund alone. This model shows a strategy that governments can use to provide large public projects that could benefit multiple communities in the long run, but no single community has the funds or capabilities to implement it.

Because of the large cost of many of the public transportation projects required to implement a cohesive megaregion or megapolitan, identification of available Public-Private Partnerships (P3) is key in order to provide the services. Toll roads, bridges, and lanes are all common strategies for P3 projects. It is often much easier to obtain bonds for part of the cost of a project, and let a private company manage the service and provide the rest of the capital. This option recently became more easily available in Arizona due to the passing of House Bill 2396 in March 2009 by Representative Andy Biggs through the Arizona Legislature. This bill will give Arizona Department of Transportation (ADOT) a broader ability to engage in P3 projects. ADOT can now partake in a spectrum of methods for funding transportation projects that range from Design-Build (DB) operations to Design-Build-Finance-Operate-Maintain cooperation. Initial indicators are that this will

allow transportation infrastructure to be provided at a lower initial cost to the public, and produce new jobs and industry for the private-sector.

Key Opportunities

The location of the Sun Corridor could be its most powerful asset, and largest factor in its development, and growth in the future. The Sun Corridor's location:

- is equidistant from the sea-ports cities of Los Angles/Long Beach, California; Punta Colonet, Baja California; and Guaymas, Sonora,
- has multiple world class airports,
- exists at the intersection of three interstate highways and two major railroad systems,
- has access through land-ports to three major Mexican states, and
- contains the largest supply of solar energy.

Additionally, to the west of the Sun Corridor is the biggest economy of any state in the U.S., to the south is the largest reservoir of ready labor and skills on the continent, to the north are the fastest growing cities of the fastest growing states and the Canadian economy as well. To the east is the entire Midwest and eastern U.S., and surrounding it are the fastest growing parts of the U.S.. The Sun Corridor is central to all that matters in the future including innovative transportation strategies and alternate fuels that answer rising fuel costs. The key to advancing the Sun Corridor into the forefront of the developing Megapolitans will be to transform the multiple challenges facing the region into extensive and flourishing opportunities. The opportunities are:

1. NAFTA (north-south) highway and Asia-Pacific (east-west) land-bridge

The Sun Corridor for the foreseeable future remains the corridor of choice for all the produce and products from western mainland Mexico destined to the western U.S. and western and central Canada. It will also continue to be the principal rail and trucking bridge for all the traffic coming to and from the Pacific seaports. The freight analysis shows continued growth of all modalities (rail, truck and air), and the majority of products into the mid-term future. Providing infrastructure, fuel, and transportation services for that traffic must remain a priority as the Sun Corridor designs ways to profit from adding value to the flow.

Trade from NAFTA between U.S and Mexican border-states will flow to the degree that the Ports of Entry (POEs) facilitate it. The inland Associations of Governments can join the Pima Association of Governments (PAG) in advocating that the U.S government build and operate 21st century Ports of Entry along the Arizona-Sonora border. All three Associations of Government can advocate for development of seaports in Mexico to alleviate anticipated strain at ports on U.S. west coast. Both of these actions would facilitate more business into Maricopa, Pinal, Gila, and Pima Counties by increasing the affects of the region's competitive advantages.

2. Inland port and 'value chain' distribution center

So much freight, goods, and opportunity already pass through the Sun Corridor and will continue to do so through Arizona's transportation network. These billions of dollars of goods will ultimately need to be unloaded or uploaded onto rail, repackaged for trucking, or reprocessed, and the private companies in each industrial sector within the Sun Corridor can tap this natural flow to create jobs and prosperity for the region. Inter-modal centers can motivate the multiple neighboring sea ports to offload ships onto rail for processing at inland ports here.

The port and distribution industries require strong government relationships and help in order to find sites that offer the greatest benefit for the community and the smallest impact. The support for large-scale transportation infrastructure and innovative finance mechanisms to support the construction will allow these services to be more productive, efficient, and bring the most benefit to the community.

3. Growth industry clusters for the future

There are various industries within the Sun Corridor that can develop into extensive job and prosperity generators for the region. These include high tech, high paying jobs, as well as numerous service industry opportunities to meet the needs of these clusters. The manufacturing industries would cross county lines, and be bi-national as well. These high-tech manufacturing industries include aerospace, pharmaceuticals, precision instruments, supply chain management, and renewable energy. The labor market in Sonora, Mexico allows for efficient production of intricate and detailed products that require high-tech professionals with advanced educations to provide the designs, management, and final touches to complex products.

Due to the binational and exporting characteristics of these industries, advanced transportation services for their supply-chain strategies is required. The provision of distribution hubs, and greater capacity at the Ports of Entry (POEs)

will allow for Arizona companies to take advantage of, and increase their efficiency in these broad, bi-national manufacturing strategies.

4. Renewable, especially solar, energy hub

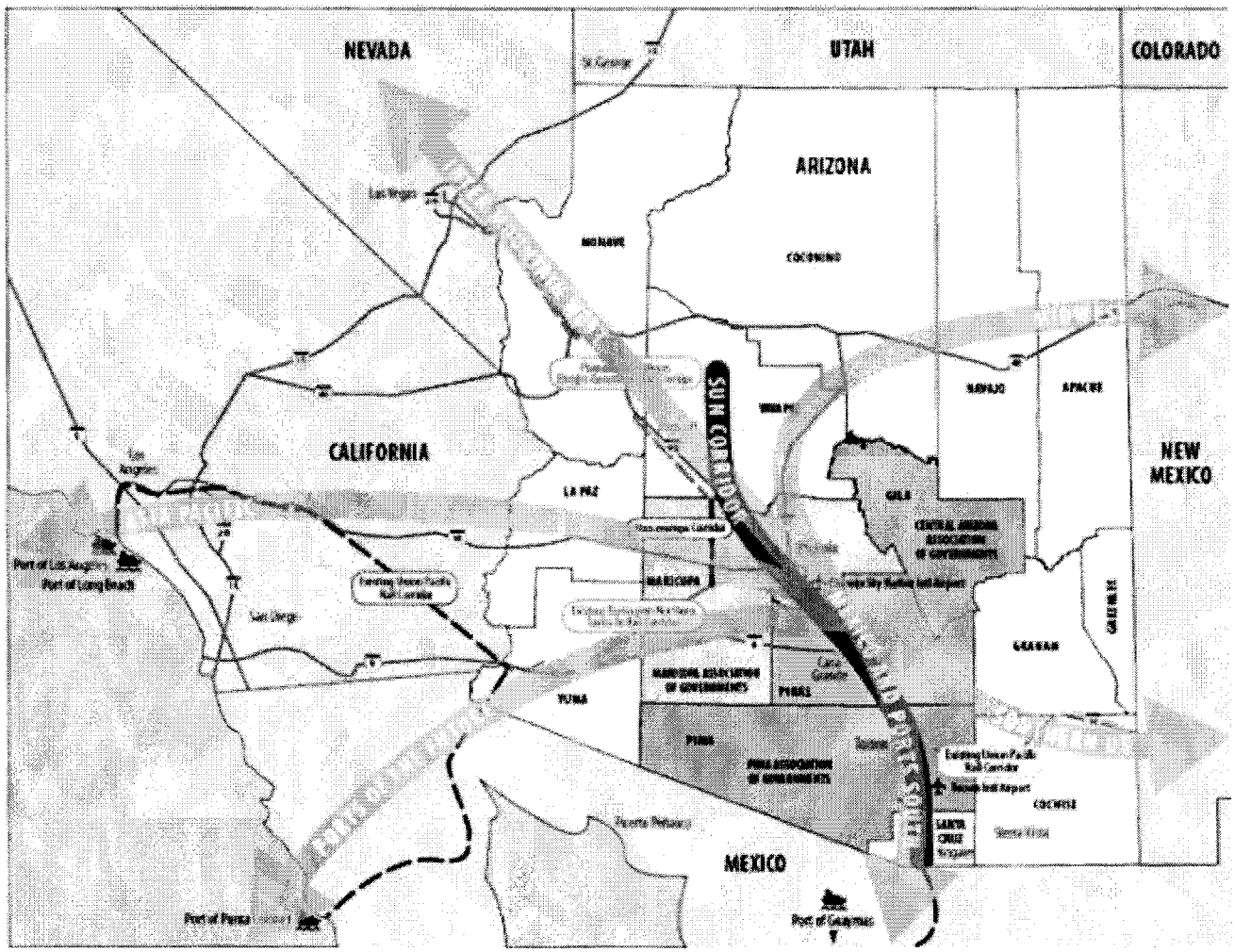
The location of the Sun Corridor also provides it with a vast natural resource of solar power. Since most of the energy consumed in the Sun Corridor is by mobile fleets and so much of the potential of the Sun Corridor will someday be realized by renewable energy (mostly solar power), it behooves the whole of government of the region to conceptualize exactly how that solar energy will be made available to the transportation sector. With public support for this industry through tax incentives, public-private cooperation, and university support, industries can take advantage of this unique asset, and bring the Sun Corridor to the forefront of U.S. energy production and independence.

Key Challenges

There are a myriad of existing and growing forces on the Sun Corridor that must be recognized and addressed by local agencies. These pressures demand action of both the private and public sectors within the region.

- **Multi-Functional Planning**

Social, demographic, economic, infrastructural, and environmental changes require innovative and all-encompassing solutions that deal not only with the local issue, but with spillover effects and the improvement of the region as a whole. With recent studies showing the Sun Corridor as the most rapidly growing megapolitan area in the nation by 2030 and the existing limits to water, transportation, energy, and land, the region has a unique opportunity to frame its future growth as a competitive region in a sustainable manner.



- **Sustaining Quality of Life**

Developing a competitive region is not just facilitating the movement and growth of goods and businesses, but also the efficient development of the communities and the people's movement throughout the region, to and from their jobs. Planners and decision makers must also take into account the livability of the region, and the sustainability of the region. This means not only long term effects on the environment, but long term economic development, and the effects of city, county, and megapolitan planning on society and its quality of life. Traffic, energy costs, and health issues due to densely populated urban regions such as air pollution can add or detract from a region's competitiveness with other megapolitans.

- **The Future of Smart Growth**

With the expected population growth in the Sun Corridor, the continued suburban expansion pattern can not be sustained. The large amount of state, federal, and other public lands, along with developments in state laws on eminent domain push back on the expansion of suburbs as space becomes less available. The limited space available for private development and the water demanded by an increasing population will require innovative plans for development and growth in the region. With numerous studies showing that transportation has overtaken industry as the greatest CO2 emitter across the nation, and vehicle miles traveled continuing to rise along with emissions, the demand for new development and transportation patterns rises as well.

Concluding Remarks

The Sun Corridor sits within a continental and international system of freight shipments, and is one of the key junctions within that system. Through strategic regional cooperation in economic development and infrastructure planning, it can become one of the drivers in this system and play an important logistical role which is home to a broad international transport and business hub. Using a North American paradigm strategy, significant, and long-term benefits of transboundary cooperation between regions on the issues of infrastructure, transportation, economic development and other planning and implementation projects may lead to the following:

- Reduced bottlenecks, traffic congestion, delays, and total Vehicle Miles Traveled (VMT)
- Increased trade flows and efficiency
- Leveraged funding for infrastructure development
- Reduced environmental pollution across borders
- Increased and broader mitigation options for water, land, air quality, and habitat restoration
- Lowered staff time and greater capacity between regional agencies
- Shared geographic information systems/science and spatial decision tools
- Enhanced and more comprehensive security at borders
- Better risk calculation and mitigation for climate change and environmental disasters
- Impact on migration and changing demographics on workforce population
- Attraction and presence of key industries for employment and business

Development of the very expensive Punta Colonet and improvements at Guaymas ports will require constant priming. It has been described as a chicken and egg situation in that shippers and suppliers on both ends of the supply chain need to voice need for the port's capacity and the port need to show progress toward meeting that need. The Sun Corridor, as the primary beneficiary, client and target for the supply chain through those ports, is a major decision node. Having a coherent vision and strategy to develop the region must be developed and communicated directly to decision makers.

Super-regionalism will be needed to confront and outdo the hyper-competitiveness of China, India, EU, Brazil, or Indonesia. This will require thinking long and large and out of the box. An inter-agency planning advisory council is advocated as a next step to implementing some of the recommendations in the report.

Partners

This initiative is a partnership between the North American Center for Transborder Studies (NACTS) at Arizona State University, the Maricopa Association of Governments, the Pima Association of Governments, and the Central Arizona Association of Governments.

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Agenda Item #8

RESOLUTION OF PLANNING COORDINATION WITH THE MARICOPA ASSOCIATION OF GOVERNMENTS, PIMA ASSOCIATION OF GOVERNMENTS, AND CENTRAL ARIZONA ASSOCIATION OF GOVERNMENTS

WHEREAS, the Maricopa Association of Governments (MAG), Pima Association of Governments (PAG), and Central Arizona Association of Governments (CAAG) desire to come together and jointly coordinate their planning efforts for the greater good of the regions and the State of Arizona; and

WHEREAS, the Maricopa Association of Governments, Pima Association of Governments, and Central Arizona Association of Governments are located adjacent to one another with linked economies and acknowledge that regional planning issues transcend jurisdictional boundaries; and

WHEREAS, the Maricopa Association of Governments, Pima Association of Governments, and Central Arizona Association of Governments collectively comprise 82 percent of the population of the State of Arizona based upon the July 1, 2008 official population estimates developed by the Arizona Department of Commerce and 85 percent of the April 2009 taxable sales; and

WHEREAS, MAG, CAAG, and Pinal County have participated in many joint planning studies, such as the Southeast Maricopa/Northern Pinal County Study, the Commuter Rail Strategic Plan, and the Hidden Valley Transportation Framework Study, for the betterment of the overall region; and

WHEREAS, MAG and CAAG share three member agencies in common (Apache Junction, Gila River Indian Community, and Queen Creek) and PAG and CAAG share one member agency in common (Marana); and

WHEREAS, nothing in this resolution constitutes an infringement on the existing authority of counties and cities to plan or control land use, and nothing in this resolution provides or transfers authority over such land use; and

WHEREAS, nothing in this resolution constitutes an infringement on the proceeds of the transportation sales tax enacted in Maricopa County, Pima County, and Pinal County, which may only be used for projects in those counties respectively; and

WHEREAS, nothing in this resolution constitutes an infringement on the authority of the existing Metropolitan Planning Organizations; and

WHEREAS, the MAG and PAG transportation modeling areas currently extend into Pinal County to enable the models to perform correctly; and

WHEREAS, the MAG eight-hour ozone modeling area currently extends into Gila County and Pinal County to enable the model to perform correctly; and

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WHEREAS, the existing Maricopa air quality nonattainment area boundaries for PM-10 particulate matter and the eight-hour ozone standard extend into Pinal County and the Governor recently recommended to the Environmental Protection Agency that the eight-hour ozone nonattainment area boundary be extended further into Pinal County; and

WHEREAS, Section 450.312 of Title 23, Code of Federal Regulations, requires that Metropolitan Planning Area boundaries, at a minimum, shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20 year forecast period for the metropolitan transportation plan; and

WHEREAS, following the 2010 Census, new urbanized areas will be defined by the Bureau of the Census and it will be necessary to determine if the existing Metropolitan Planning Area boundaries meet the statutory minimum; and

WHEREAS, Pinal County desires to have accurate planning information to guide its infrastructure decisions and CAAG, in cooperation with Pinal County, has assembled local land use plans; and

WHEREAS, the Arizona State Land Department has 35 percent of the land in Pinal County, which represents 58 percent of the developable land in Pinal County; and

WHEREAS, the Arizona State Land Department and the Arizona Department of Transportation desire to work cooperatively with MAG, PAG, and CAAG to seek constructive solutions for the development of the transportation corridor that will benefit the State of Arizona and enhance the value of the remaining state land;

NOW, THEREFORE, BE IT RESOLVED BY THE REGIONAL COUNCILS OF THE MARICOPA ASSOCIATION OF GOVERNMENTS, PIMA ASSOCIATION OF GOVERNMENTS, AND CENTRAL ARIZONA ASSOCIATION OF GOVERNMENTS as follows:

SECTION 1. That it is the intent of MAG, PAG, and CAAG to coordinate their respective planning activities and cooperatively work together to foster a successful and economically viable Sun Corridor in the State of Arizona.

SECTION 2. That CAAG agrees to work cooperatively with MAG and PAG to provide land use and other necessary data for modeling purposes.

SECTION 3. That MAG and PAG agree to provide CAAG with population projections and outputs from the travel demand models.

SECTION 4. That MAG, PAG, and CAAG agree to work cooperatively with the Arizona State Land Department and the Arizona Department of Transportation and provide the necessary planning information to promote the successful development of the transportation corridor, which will enhance the value of the remaining state land.

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SECTION 5. That a Joint Planning Advisory Council be established to identify mutually agreed upon goals and interests, provide guidance on possible technical assistance and joint planning activities, and enhance the communication and cooperation among the policymakers in the three regions.

PASSED, ADOPTED AND APPROVED BY THE REGIONAL COUNCILS OF THE MARICOPA ASSOCIATION OF GOVERNMENTS, PIMA ASSOCIATION OF GOVERNMENTS, AND CENTRAL ARIZONA ASSOCIATION OF GOVERNMENTS, ON THE DATES PROVIDED BELOW.

ATTEST:

Dennis Smith MAG Executive Director	Peggy Neely, Chair MAG Regional Council	Date
Gary Hayes PAG Executive Director	Lynne Skelton, Chair PAG Regional Council	Date
Maxine Brown CAAG Executive Director	John Insalaco, Chair CAAG Regional Council	Date

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