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August 14, 2007

TO: Members of the Transportation Policy Committee

FROM: Councilmember Peggy Bilsten, Phoenix, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.  
Monday, August 20, 2007  
MAG Office, Suite 200 - Saguaro Room  
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As was discussed at the first meeting of the Committee, proxies would not be allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

Immediately prior to the meeting, at 2:30 p.m., a special workshop on Building a Quality Arizona is scheduled for TPC members who are interested in attending. A flyer describing the workshop is attached.

For those attending in person, please park in the garage under the building. 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 Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Refreshments and a light snack will be provided. If you have any questions, please contact Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council  
MAG Management Committee

A Voluntary Association of Local Governments in Maricopa County

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

**TRANSPORTATION POLICY COMMITTEE  
TENTATIVE AGENDA  
August 20, 2007**

|    |   | <u>COMMITTEE ACTION REQUESTED</u>            |
|----|---|--|
| 1. | <u>Call to Order</u>  |  |
| 2. | <u>Pledge of Allegiance</u>   |  |
| 3. | <p><u>Call to the Audience</u></p> <p>An opportunity will be provided to members of the public to address the Transportation Policy Committee 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 Transportation Policy Committee 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.</p> | 3. Information.                              |
| 4. | <p><u>Approval of Consent Agenda</u></p> <p>Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).</p>   | 4. Recommend approval of the Consent Agenda. |

**ITEMS PROPOSED FOR CONSENT\***

|      |   |   |
|------|---|---|
| *4A. | <u>Approval of July 18, 2007 Meeting Minutes</u>  | 4A. Review and approval of the July 18, 2007 meeting minutes.   |
| *4B. | <p><u>Requested Material Change to Purchase the Mesa Transit Operations and Maintenance Facility and Amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program</u></p> <p>According to A.R.S. 28-6353, MAG has the responsibility to approve material changes for</p> | 4B. Recommend approval of the purchase of the Mesa Transit Operations and Maintenance Facility and to amend the MAG Regional Transportation Plan and FY 2008 to 2012 Transportation Improvement Program to include the project. |

projects funded from the Proposition 400 sales tax. The Regional Public Transportation Authority has requested approval of a material cost change for the purchase of the City of Mesa Transit Operations and Maintenance Facility. The RPTA Board of Directors approved the purchase of the facility for \$9,269,199, which represents Mesa's local investment in the facility. RPTA evaluated a number of options including continuing to lease the facility from the City of Mesa. According to the analysis, the best fiscal option is to purchase the facility using sales tax funds from the public transportation fund. The Management Committee recommended approval.

\*4C. Requested Changes to the ADOT Program

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

4C. Recommend concurrence with the proposed changes to the ADOT Program to advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implement a design-build project on the 202L (Red Mountain Freeway), and to amend the MAG Regional Transportation Plan – FY 2007 Update and the FY 2008-2012 Transportation Improvement Program, as appropriate, contingent on an air quality conformity analysis.

**ITEMS PROPOSED TO BE HEARD**

5. Statewide Transportation Acceleration Needs (STAN) II Account

As part of the FY 2008 state budget, the legislature transferred \$62 million from the State Highway Fund to the State Transportation Acceleration Needs (STAN) account. The legislature in HB 2793 established a subaccount for the reimbursement of interest expenses incurred by or on behalf of a local jurisdiction for the acceleration of transportation projects. HB 2793 allocated \$10 million from the \$62 million STAN II appropriation for this purpose. State law requires that the regional planning agency establish a process for the review and approval of reimbursement of interest costs from the STAN account. State law also requires that for a project to be eligible for reimbursement of the interest cost, an agreement needs to be in place with at least one other city or county, the Arizona Department of Transportation (ADOT) and the regional planning agency. On March 20, 2000, the Regional Council adopted a Highway Acceleration Policy. Several MAG member agencies have since accelerated projects using the policy. HB 2793 has now clarified that the interest cost incurred by the cities can be reimbursed by the funding provided in the STAN II legislation.

On July 26, 2007, a request was sent to the MAG member agencies that eligible projects for interest reimbursement be sent to MAG for consideration. MAG was notified that the I-10 widening project, approved by the Regional Council on April 26, 2006, is interested in receiving reimbursement of its interest costs for that project. The Arizona Department of Transportation had previously scheduled this project to go out to bid, with construction commencing in early fall of this year (2007). To receive the interest reimbursement requires MAG to be part of the agreement with the agencies requesting reimbursement. In addition to the I-10 widening project, the City of Mesa submitted a proposal to accelerate the design and construction of Williams Gateway Freeway (SR 802) by approximately five years. On August 8,

5. Information, discussion and possible recommendation to approve a project(s) for reimbursement of interest expense up to \$10 million, to recommend that the State Transportation Board approve up to \$10 million of STAN funding be allocated for this purpose, and to authorize the MAG Executive Director to enter into an agreement with ADOT and the participating cities for the project to be eligible for reimbursement.

2007, the Management Committee recommended authorizing the MAG Executive Director to enter into an agreement with ADOT and the cities of Avondale, Goodyear, and Litchfield Park for reimbursement of interest costs of the acceleration of the I-10 widening project. On August 13, 2007, the Executive Committee discussed providing reimbursement for the I-10 west project and options that may be considered for the project. Comments from the Executive Committee are included for consideration. Please refer to the enclosed material.

6. Reexamination of MAG Highway Acceleration Policy

In March 2002, the Regional Council established a highway acceleration policy. Until recently, this policy was used to accelerate portions of the freeway system funded through Proposition 300 funding. With the passage of Proposition 400, the freeway system funded by Proposition 300 was combined with the existing Interstate system. Since that time, some accelerations have been processed under the March 2000 policy. In the last legislative session, the STAN II account was established and interest cost is now reimbursable using STAN II funding. This is a change from the March 2000 policy, that assigns the interest cost to the member agency requesting the acceleration and to the Regional Freeway Program. In the past, this sharing of cost has been approximately on a 50/50 basis. With interest reimbursement now being possible through the STAN II legislation, it has been requested that the March 2000 MAG Highway Acceleration Policy be reexamined. Please refer to the enclosed material.

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

In 1999, an historic accord was reached with the Arizona Department of Transportation (Casa Grande Resolves), that established a funding formula for federal and state transportation funds. The Resource Allocation Advisory Committee that evolved from this process monitors additional

6. Information, discussion and possible action.

7. Information, discussion and possible action.

funds that flow to transportation to ensure that all regions in the state receive their share of the funding. In the past, when member agencies have requested special funding through the Congressional delegation, it has been important that these projects be funded from resources not already being sent to Arizona. In the Arizona legislative funding, this principle has also been important. In the STAN I legislation passed in 2006, new funding was provided by the legislature. If existing funding is used either on the federal or state level, it preempts the state and regional processes mandated by federal law. How to work with our state and federal legislative partners will be discussed.

8. The Interstate 10-Hassayampa Valley Transportation Framework Study

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

8. Information and discussion.

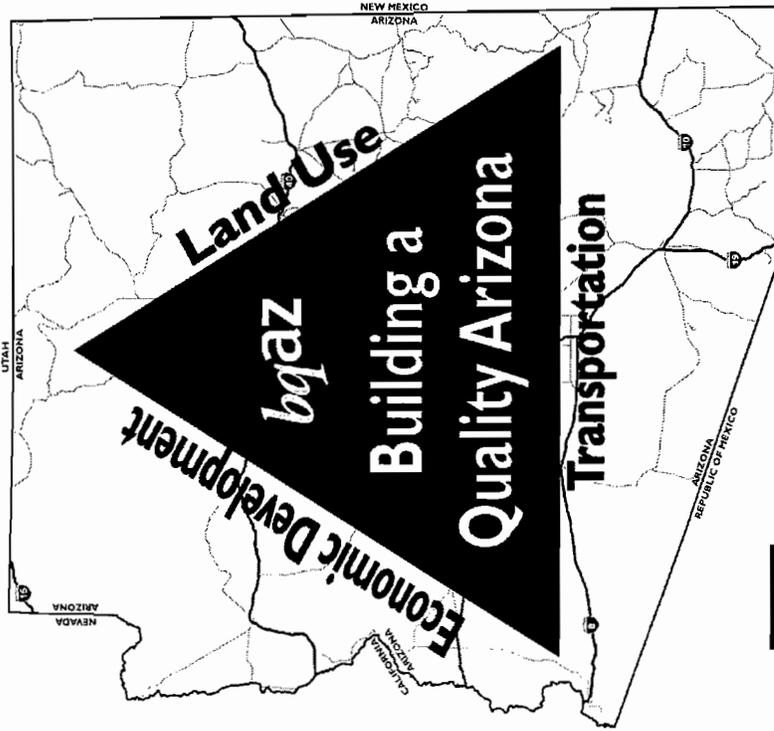
**MAG WORKSHOP**  
**ON THE STATEWIDE INTRASTATE**  
**MOBILITY RECONNAISSANCE**  
**STUDY**

for the **Transportation Policy Committee**

Monday, August 20, 2007  
 2:30 p.m.

**Saguaro Room, MAG Offices**  
 302 North First Ave, Suite 300  
 Phoenix AZ 85003-1561  
 602 254-6300

**REGIONAL SUSTAINABILITY**



The purpose of the Statewide Intrastate Mobility Reconnaissance Study is to develop a long-range vision for transportation infrastructure in the State of Arizona driven by community and economic development. The study will provide recommendations at a “sketch level” of planning, which is intended to be general and preliminary in nature, setting the overall vision for Arizona’s transportation framework. The study will focus on strategic transportation investments designed to complement local community growth and economic sustainability objectives, and will also address critical gaps in the statewide system between existing and future economic activity centers.

The study process is defined by the following steps:

- Identify long-term (multiple generations) vision to develop regional sustainability;
- Create a statewide “sketch level” transportation analysis tool;
- Identify short-term strategies critical to achieving the long-term vision; and
- Create a financial implementation plan for the long-term vision.

The next steps outside of this study process would be to follow up with framework studies, similar to those underway in the Hassayampa and Hidden Valleys, to further define the transportation network within a particular region.

Site visits were held with the COG/MPOs in Arizona during the month of June. The purpose of the site visits was to collect data on transportation systems, land use and economic growth centers within their respective areas. Also, stakeholder meetings with AZ State Lands, AZ State Parks, ADOT, AZ Department of Public Safety, AZ Department of Commerce, and the Governor’s Office on Growth and Infrastructure, among others have been conducted.

During this workshop, the bqAZ study team will present to the Transportation Policy Committee from the COG/MPO site visits, information from the site visits and the stakeholder meetings. Following this brief presentation, the team will conduct a roundtable discussion using the presented information as a basis for discussions about the MAG Region and its relation to rest of the state. Your comments from this workshop will be collected and used in the subsequent phases of the project. The project’s remaining phases include:

- Focus group discussions to refine the recurring theme information about economic, community development, transportation, and finance during September.
- An October statewide Planning Forum in Prescott to pull together the recurring themes into a long-term vision for Arizona Transportation.
- A summary document in November identifying short-term critical strategies and implementation plan for achieving the long-term vision.



BUILDING A QUALITY ARIZONA



**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING**

July 18, 2007  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

- |  |  |
|--|--|
| # Councilmember Peggy Bilsten, Phoenix, Chair                      | # Mayor James Cavanaugh, Goodyear                          |
| * Mayor Keno Hawker, Mesa, Vice Chair                              | # Mayor Boyd Dunn, Chandler                                |
| # Councilmember Ron Aames, Peoria                                  | # Mayor Hugh Hallman, Tempe                                |
| # Kent Andrews, Salt River Pima-Maricopa<br>Indian Community       | * Eneas Kane, DMB Associates                               |
| # F. Rockne Arnett, Citizens Transportation<br>Oversight Committee | * Mark Killian, The Killian Companies/<br>Sunny Mesa, Inc. |
| # Councilmember Gail Barney, Queen Creek                           | # Joe Lane, State Transportation Board                     |
| # Stephen Beard, SR Beard & Associates                             | # Mayor Marie Lopez Rogers, Avondale                       |
| # Mayor Steven Berman, Gilbert                                     | * Mayor Mary Manross, Scottsdale<br>David Scholl, Westcor  |
| * Dave Berry, Swift Transportation                                 | * Mayor Elaine Scruggs, Glendale                           |
| # Jed S. Billings, FNF Construction                                | # Supervisor Max W. Wilson, Maricopa County                |
| # Mayor Bobby Bryant, Buckeye                                      |  |

\* Not present

# Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Peggy Bilsten at 4:00 p.m.

2. Roll Call of Members

The roll call of members was taken.

Chair Bilsten requested that members of the public turn in their public comment cards to staff. Chair Bilsten stated that transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff. She noted the items that were previously transmitted to Committee members: for agenda items #4, #5B, #5C, and #5D, a memorandum reporting the unanimous recommendations on these items by the Management Committee; for agenda items #5E and #5F, the addenda to the agenda and supporting materials. Chair Bilsten asked Dennis Smith, MAG Executive Director, if there were additional announcements. Mr. Smith announced to members that

the August TPC meeting, which was scheduled on an “if necessary” basis, will probably be held to discuss acceleration funds. Mr. Smith noted that further information would be forthcoming.

3. Call to the Audience

Chair Bilsten stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. She noted that an opportunity is provided to comment on agenda items posted for action at the time the item is heard. No requests for public comment were received.

4. FY 2007 MAG Final Phase Public Input Opportunity

Jason Stephens, MAG Public Involvement Planner, provided the Transportation Policy Committee with a report on the input received on the draft FY 2008-2012 Transportation Improvement Program (TIP) and draft Regional Transportation Plan - 2007 Update. Mr. Stephens noted that the information presented was included the Final Phase Input Opportunity Report.

Mr. Stephens stated that MAG has a four-phase public involvement process: Early Phase, Mid Phase, Final Phase, and Continuous Involvement. Mr. Stephens stated that opportunities provided for public input included MAG Policy Committees, the Juneteenth History Festival, and the Final Phase Transportation Open House and Public Hearing, which was held on June 18, 2007. He reviewed some of the comments received during the Final Phase. Chair Bilsten thanked Mr. Stephens for his report. No comments from the Committee were noted. No requests for public comment were received.

Councilmember Aames moved to recommend acceptance of the Draft FY 2007 MAG Final Phase Public Input Opportunity Report. Mayor Bryant seconded, and the motion carried unanimously.

5. Approval of Consent Agenda

Chair Bilsten stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. She noted that no public comment cards on the consent agenda, items #5A, #5B, #5C, #5D, #5E, and #5F, were received. Chair Bilsten asked members if they had questions or would like to hear any of the consent agenda items individually. No requests were noted.

Mayor Hallman moved to recommend approval of the consent agenda. Mayor Dunn seconded, and the motion carried unanimously.

5A. Approval of May 16, 2007 Meeting Minutes

The Transportation Policy Committee, by consent, approved the May 16, 2007 meeting minutes.

5B. Proposed Major Amendment to Delete SR 153 from the MAG Regional Transportation Plan

The Transportation Policy Committee, by consent, recommended approval of the proposed amendment to the Regional Transportation Plan to delete SR 153 and use the available funding for improvements to SR 143 and that the Regional Transportation Plan and the FY 2008-2012 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis. On May 23, 2007, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to delete SR 153, the Sky Harbor Expressway and use the available funding for improvement to SR 143. Formal comment on the proposed major amendment is required from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments. On June 15, 2007, the State Transportation Board recommended approval. On June 18, 2007, the Maricopa County Board of Supervisors recommended approval and on June 21, 2007 the Regional Public Transportation Authority also recommended approval of the proposed major amendment. On July 11, 2007, the MAG Management Committee recommended approval.

5C. Approval of the Draft FY 2008-2012 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of the Draft FY 2008-2012 Transportation Improvement Program, contingent upon a finding of conformity of the TIP and Regional Transportation Plan - 2007 Update with applicable State and Federal air quality implementation plans. Each year MAG updates the Five Year Transportation Improvement Program (TIP), primarily by adding a fifth year. All federally funded projects and regionally significant transportation projects (including city and privately funded projects) are required by federal law to be included in the draft TIP for the purpose of meeting the air quality conformity analysis requirements. In April 2007, the Draft FY 2008-2012 TIP was approved by Regional Council to undergo this analysis, which is now complete. On June 18, 2007, a public hearing was conducted on the Draft 2007 RTP Update, the Draft FY 2008-2012 MAG TIP, and the Air Quality Conformity Analysis. On July 11, 2007, the MAG Management Committee recommended approval of the Draft FY 2008-2012 Transportation Improvement Program, contingent upon a finding of conformity of the TIP and Regional Transportation Plan - 2007 Update.

5D. Approval of the Draft MAG Regional Transportation Plan - 2007 Update

The Transportation Policy Committee, by consent, recommended approval of the Draft MAG Regional Transportation Plan (RTP) - 2007 Update, contingent upon a finding of conformity of the RTP and TIP with the applicable State and Federal air quality implementation plans. The Draft MAG Regional Transportation Plan (RTP) - 2007 Update has been prepared as part of the continuing MAG regional transportation planning process. The Draft 2007 Update was approved by the Regional Council for air quality conformity analysis on April 25, 2007. A technical conformity analysis was performed on the RTP and the Draft MAG FY 2008-2012 Transportation Improvement Program (TIP), and demonstrated that they meet all air quality conformity requirements. On June 18, 2007, a public hearing was conducted on the Draft RTP 2007 Update, the Draft FY 2008-2012 MAG TIP, and the Air Quality Conformity Analysis. On July 11, 2007, the MAG Management Committee recommended approval of

the Draft MAG Regional Transportation Plan (RTP) - 2007 Update, contingent upon a finding of conformity of the RTP and TIP.

5E. Amendment to the FY 2007-2011 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of an Amendment to the FY 2007-2011 Transportation Improvement Program, as listed on the attached table. The FY 2007-2011 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 26, 2006. Since that time, two projects have been identified that need to be amended into the TIP. An amendment is required to add two City of Phoenix projects related to bridge management computer software and bridge inspection equipment rental, which will be funded with local and Bridge-Federal Funds. These projects were recommended for approval by the MAG Transportation Review Committee on October 26, 2006.

5F. Amendment to the FY 2007-2011 MAG Transportation Improvement Program to Include the Prioritized List of Proposed PM-10 Paving Projects

The Transportation Policy Committee, by consent, recommended approval to amend the FY 2007-2011 MAG Transportation Improvement Program to include the Prioritized List of Proposed PM-10 Paving Projects totaling \$6.044 million and to fund the projects by adding \$1.044 million of FY 2007 MAG federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds to the previously approved \$5 million of CMAQ funds for the projects. On May 23, 2007, the MAG Regional Council approved thirteen additional measures for the Suggested List of Measures to Reduce PM-10 Particulate Matter. One of the new measures is that MAG allocate \$5 million in FY 2007 MAG federal funds matched on a 50/50 basis by MAG member agencies for paving dirt roads and shoulders projects and that these projects be immediately submitted to MAG for consideration at the July meetings of the MAG Management Committee and Regional Council. PM-10 Paving Projects were solicited from member agencies in the Maricopa PM-10 Nonattainment Area and eleven applications requesting \$6,044,673 in FY 2007 CMAQ funding were received. On July 11, 2007, the MAG Management Committee recommended the Prioritized List of Proposed PM-10 Paving Projects recommended by the MAG Air Quality Technical Advisory Committee, including the City of Goodyear shoulder project for a combined total of \$6.044 million.

There being no further business, the meeting adjourned at 4:10 p.m.

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Chair

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Secretary

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

August 14, 2007

**SUBJECT:**

Requested Changes to the ADOT Program

**SUMMARY:**

The Arizona Department of Transportation (ADOT) has requested MAG concurrence with two proposed changes to FY 2008 of the ADOT Program. These changes would also require amendment of the MAG FY 2008-2012 Transportation Improvement Program and Regional Transportation Plan - 2007 Update, as appropriate. The changes involve advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implementation of a design-build project on the 202L (Red Mountain Freeway).

**SR 801 (I-10-Reliever), Right-of-Way:**

This request would increase the right-of-way protection programmed for FY 2008 from \$3 million to \$15 million. This is needed to protect R/W required for future freeway construction. An opportunity to proceed with advanced acquisition within the SR801 corridor at this time will result in significant savings versus purchasing build out of a major subdivision at a later date. This acquisition will include total take of 75 acres from a parcel located at SE corner of 67<sup>th</sup> Avenue and Broadway Road in Phoenix.

**SR202L Red Mountain Freeway, I-10/SR51 TI to SR101L (Design Build):**

This request is to implement a seven mile, \$184,060,000 design-build project in 2008, on SR202L, Red Mountain Freeway from SR51 to the SR101L/SR202L traffic interchange. The TIP is currently programmed with six individual projects that make up the entire project that had been scheduled for construction in fiscal years 2009-2011. The estimated 24 month design-build construction project will reduce both construction durations and public inconveniences. The changes to the TIP are noted on the attached Table. There are no net cost changes affected by this request.

MAG has reviewed the proposed Life Cycle Program changes and has determined that they are reasonable and will benefit the overall implementation of the RTP Freeway Program. MAG has reviewed the ADOT cash flows associated with the advance right-of-way purchase in the SR 801 corridor, and has determined that the purchase can be accommodated within current cash flow. Also, the implementation of the design-build project for the Red Mountain Freeway improvements will result in no net cost changes in the Program and can be accommodated within current ADOT cash flow.

The new design-build project that is replacing the currently programmed six individual projects on the SR202L Red Mountain Freeway, I-10/SR51 TI to SR101L, and the modified project will not have any apparent air quality impacts, but a consultation process will be followed to confirm this.

**PUBLIC INPUT:**

No public input has been received concerning the proposed ADOT Program changes.

**PROS & CONS:**

PROS: The advanced right-of-way purchase will prevent development from occurring in the SR 801

corridor and result in an overall decrease in right-of-way costs. The design-build project on the Red Mountain Freeway will reduce both construction durations and public inconveniences.

CONS: A decision on the alignment of SR 801 has not been made, which will affect the ultimate right-of-way requirements for the facility. In addition, early acquisition of right-of-way and a significant lump-sum contract for the design-build project in the Red Mountain Freeway corridor may reduce cash flow flexibility later in the Program.

### **TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None

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

### **ACTION NEEDED:**

Recommend concurrence with the proposed changes to the ADOT Program to advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implement a design-build project on the 202L (Red Mountain Freeway), and to amend the FY 2008-2012 Transportation Improvement Program and the MAG Regional Transportation Plan - 2007 Update, as appropriate, contingent on an air quality conformity analysis.

### **PRIOR COMMITTEE ACTIONS:**

Management Committee: On August 8, 2007, the Management Committee recommended concurrence with the proposed changes to the ADOT Program to advance right-of-way acquisition in the SR 801 (I-10 Reliever) corridor, and implement a design-build project on the 202L (Red Mountain Freeway), and to amend the FY 2008-2012 Transportation Improvement Program and the MAG Regional Transportation Plan - 2007 Update, as appropriate, contingent on an air quality conformity analysis.

### MEMBERS ATTENDING

|   |  |
|---|--|
| Jan Dolan, Scottsdale, Chair  | Jim Nichols for Brian Dalke, Goodyear                        |
| Charlie McClendon, Avondale,<br>Vice Chair                            | Mark Johnson, Guadalupe                                      |
| # George Hoffman, Apache Junction                                     | Darryl Crossman, Litchfield Park                             |
| Dave Wilcox, Buckeye  | Christopher Brady, Mesa                                      |
| * Jon Pearson, Carefree   | Tom Martinsen, Paradise Valley                               |
| * Usama Abujbarah, Cave Creek   | Carl Swenson for Terry Ellis, Peoria                         |
| Mark Pentz, Chandler  | Frank Fairbanks, Phoenix                                     |
| Pat Dennis for B.J. Cornwall, El Mirage                               | John Kross, Queen Creek                                      |
| Alfonso Rodriguez for Orlando Moreno,<br>Fort McDowell Yavapai Nation | * Bryan Meyers, Salt River Pima-Maricopa Indian<br>Community |
| Tim Pickering, Fountain Hills   | Jim Rumpeltes, Surprise                                      |
| * Lynn Farmer, Gila Bend  | Jeff Kulaga for Will Manley, Tempe                           |
| Derek White for Joseph Manuel, Gila River<br>Indian Community         | Chris Hagen for Reyes Medrano, Tolleson                      |
| George Pettit, Gilbert  | * Steve McKay, Wickenburg                                    |
| Brent Stoddard for Ed Beasley,<br>Glendale                            | Lloyce Robinson, Youngtown                                   |
|   | Dale Buskirk for Victor Mendez, ADOT                         |
|   | David Smith, Maricopa County                                 |
|   | David Boggs, Valley Metro/RPTA                               |

\* Those members neither present nor represented by proxy.

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

### **CONTACT PERSON:**

Eric Anderson, MAG, 602-254-6300.

**Amendments and Administrative Modifications to the FY08-12 TIP  
Management Committee July 31, 2007**

**Table A  
Highway Projects**

| PROJ #     | Agency | Project Location   | Project Description                   | Fiscal Year | Length | Fund Type    | Local Cost    | Regional Cost  | Total Cost     | Requested Change   |
|------------|--------|--|---------------------------------------|-------------|--------|--------------|---------------|----------------|----------------|--|
| DOT10-826  | ADOT   | 202 (Red Mountain Fwy): 48th St. - Rural Rd, EB                        | Design roadway widening               | 2009        | 3.2    | RARF         | \$ -          | \$ 3,700,000   | \$ 3,700,000   | Delete from the 08-12 TIP is being replaced with DOT08-834   |
| DOT11- 832 | ADOT   | St. - Rural Rd, EB   | Widen roadway                         | 2011        | 3.2    | RARF         | \$ -          | \$ 46,300,000  | \$ 46,300,000  | being replaced with DOT08-   |
| DOT07-650  | ADOT   | 202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes | Design roadway widening               | 2008        | 2      | RARF         | \$ -          | \$ 5,700,000   | \$ 5,700,000   | Delete from the 08-12 TIP is being replaced with DOT08-836   |
| DOT09-6C08 | ADOT   | 202 (Red Mountain Fwy): Rural Rd to Loop 101 (Pima Fwy), EB & WB lanes | Widen roadway                         | 2009        | 2      | RARF         | \$ -          | \$ 72,300,000  | \$ 72,300,000  | Delete from the 08-12 TIP is being replaced with DOT08-837   |
| DOT09-825  | ADOT   | 202 (Red Mountain Fwy): SR51 48th St., EB                              | Design roadway widening               | 2010        | 3.2    | RARF         | \$ -          | \$ 4,160,000   | \$ 4,160,000   | Delete from the 08-12 TIP is being replaced with DOT08-838   |
| DOT10-827  | ADOT   | 202 (Red Mountain Fwy): SR51 48th St., EB                              | Widen roadway                         | 2011        | 3.2    | RARF         | \$ -          | \$ 51,900,000  | \$ 51,900,000  | Delete from the 08-12 TIP is being replaced with DOT08-839   |
| DOT08-834  | ADOT   | 202 (Red Mountain Fwy): I-10/SR51 TI - SR101L                          | Design Build roadway widening project | 2008        | 7      | RARF & State | \$ 72,460,000 | \$ 111,600,000 | \$ 184,060,000 | Add New Project to the 08-12 TIP, replaces DOT07-650, DOT09-6C08, DOT09-825, DOT10-826, DOT10-827, DOT11-832 |
| DOT08-669  | ADOT   | 10R: Loop 303 (Estrella Fwy) to Loop 202 (South Mountain Fwy)          | Protect right of way                  | 2008        | 14     | RARF         | 0             | \$ 15,000,000  | \$ 15,000,000  | Increase RARF funding from \$3 million to \$15 million.  |



**Arizona Department of Transportation**  
**Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano  
Governor

Sam Elters  
State Engineer

Victor M. Mendez  
Director

July 25, 2007

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

Dear Mr. Smith:

The purpose of this letter is to request MAG concurrence with the following program changes to the MAG Regional Transportation Plan Freeway Program.

SR801 (I-10 Reliever), Right of Way:

This request is to increase funding for a Right of Way project for \$15,000,000 for fiscal year 2008. This request is needed to protect R/W required for future freeway construction. An opportunity to proceed with advanced acquisition within the SR801 corridor at this time will result in significant savings versus purchasing build out of a major subdivision at a later date. This acquisition will include a total take of 75 acres from a parcel located at the SE corner of 67<sup>th</sup> Avenue and Broadway Road in Phoenix.

SR202L Red Mountain Freeway, I-10/SR51 TI – SR101L (Design Build):

This request is to implement a seven mile, \$184,060,000 design build project on SR202L, Red Mountain Freeway from SR51 to the SR101L/SR202L traffic interchange. Funding is provided from previously programmed six individual projects which had been scheduled for construction in fiscal years 2009 – 2011. The prior funding and construction schedule follows:

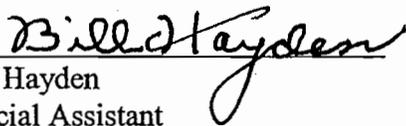
SR51 – 48<sup>th</sup> St, EB, Design for \$4,160,000 in FY2010  
SR51 – 48<sup>th</sup> St, EB, Construction for \$51,900,000 in FY2011  
48<sup>th</sup> St – Rural Rd, EB, Design for \$3,700,000 in FY2009  
48<sup>th</sup> St – Rural Rd, EB, Construction for \$46,300,000 in FY2010  
Rural Rd – SR101L, EB & WB, Design for \$5,700,000 in FY2008  
Rural Rd – SR101L, EB & WB, Construction for \$72,300,000 in FY2009

There are no net cost changes affected by this request. The estimated 24 month design build construction project will reduce both construction durations and public inconveniences.

Please review and submit these changes for MAG concurrence and TIP adjustment.

Your cooperation and assistance in expediting this request is most appreciated. If you have any questions concerning these issues or ADOT's request, please contact me at (602) 712-7524.

Sincerely,

  
Bill Hayden  
Special Assistant

cc: Victor Mendez      John McGee      Perry Powell  
     Sam Elters         John Fink         Steve Wilcox  
     Dan Lance          Floyd Roehrich

MAG  
Eric Anderson      Roger Herzog  
Eileen Yazzie

→

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

August 14, 2007

**SUBJECT:**

Statewide Transportation Acceleration Needs (STAN) II Account

**SUMMARY:**

As part of the FY 2008 state budget, the legislature transferred \$62 million from the State Highway Fund to the State Transportation Acceleration Needs (STAN) account. The legislature also established in HB 2793, a subaccount for the reimbursement of interest expenses incurred by or on behalf of a local jurisdiction for the acceleration of transportation projects. For this subaccount \$10 million was allocated from the \$62 million STAN appropriation. State law requires that the regional planning agency establish a process for the review and approval of reimbursement of interest costs from the STAN account. State law also requires that for a project to be eligible for reimbursement of the interest cost, an agreement needs to be in place with at least one other city or county, the Arizona Department of Transportation (ADOT) and the regional planning agency.

On March 20, 2000, the Regional Council adopted a Highway Acceleration Policy. Several MAG member agencies have since accelerated projects using the policy. Under the policy, approximately half of the interest expense incurred for accelerating a project was incurred by the member agency requesting the acceleration, with the other half incurred by the Regional Freeway Program. In 2006, when the original STAN legislation was passed, it was determined that interest reimbursement was not eligible for reimbursement. The provisions of HB 2793 now clarify that interest reimbursement is eligible for reimbursement.

To date, MAG has been notified by the cities who sponsored the I-10 widening project, approved by the Regional Council on April 26, 2006, that they are interested in receiving reimbursement of their interest costs. The Arizona Department of Transportation has scheduled this project to go out to bid, with construction commencing in early fall of this year (2007). To receive the interest reimbursement requires MAG to be part of the agreement with the agencies requesting reimbursement.

At the July Regional Council meeting, staff was requested to inform the MAG member agencies of the interest reimbursement item and provide the member agencies an opportunity for their projects to be considered for reimbursement funding if their project qualifies for the reimbursement of interest. On July 26, 2007, a memorandum was sent to the MAG member agencies to determine if other agencies have projects that are eligible for the interest reimbursement and desire to have their project considered. In addition to the I-10 widening project, the City of Mesa submitted a proposal to accelerate the design and construction of Williams Gateway Freeway (SR 802) by approximately five years.

On August 8, 2007, the Management Committee recommended authorizing the MAG Executive Director to enter into an agreement with ADOT and the cities of Avondale, Goodyear, and Litchfield Park for reimbursement of interest costs of the acceleration of the I-10 widening project.

On August 13, 2007, the Executive Committee discussed providing reimbursement for the I-10 west project and options that may be considered for the project. The Committee requested that comments

and discussion from the Executive Committee be provided to the Transportation Policy Committee and Regional Council. An excerpt from the Preliminary Draft minutes of the August 13, 2007 Executive Committee is attached.

**PUBLIC INPUT:**

None received on the issue of interest reimbursement for the I-10 west acceleration project.

**PROS & CONS:**

PROS: The reimbursement of the local interest cost for the acceleration of transportation projects was approved by the Arizona State Legislature and the Governor as part of the 2007 session.

CONS: The reimbursement of the local share of interest expense for the acceleration of transportation projects is not in accord with the adopted MAG Highway Acceleration Policy.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None.

POLICY: The reimbursement of the local share of interest expense from the STAN account for the acceleration of transportation projects is not addressed in the adopted MAG Highway Acceleration Policy. Three cities in the MAG region have accelerated eight highway projects and have been responsible for a share of the interest expense. HB 2793, passed by the legislature and signed by the Governor this year, provides for STAN funds to be used to reimburse local jurisdictions for the interest expenses related to the acceleration of transportation projects.

**ACTION NEEDED:**

Information, discussion and possible recommendation to approve a project(s) for reimbursement of interest expense up to \$10 million, to recommend that the State Transportation Board approve up to \$10 million of STAN funding be allocated for this purpose, and to authorize the MAG Executive Director to enter into an agreement with ADOT and the participating cities for the project to be eligible for reimbursement.

**PRIOR COMMITTEE ACTIONS:**

Management Committee: On August 8, 2007, the Management Committee recommended authorizing the MAG Executive Director to enter into an agreement with ADOT and the cities of Avondale, Goodyear, and Litchfield Park for reimbursement of interest costs for the I-10 acceleration project. The motion passed by a vote of 19 yes, 6 no (*italics*), and one abstention (**shaded**).

MEMBERS ATTENDING

- |   |  |
|---|--|
| Jan Dolan, Scottsdale, Chair  | <i>George Pettit, Gilbert</i>                                |
| Charlie McClendon, Avondale,<br>Vice Chair                            | <i>Brent Stoddard for Ed Beasley,<br/>Glendale</i>           |
| # George Hoffman, Apache Junction                                     | Jim Nichols for Brian Dalke, Goodyear                        |
| Dave Wilcox, Buckeye  | Mark Johnson, Guadalupe                                      |
| * Jon Pearson, Carefree   | Darryl Crossman, Litchfield Park                             |
| * Usama Abujbarah, Cave Creek   | <i>Christopher Brady, Mesa</i>                               |
| <i>Mark Pentz, Chandler</i>   | Tom Martinsen, Paradise Valley                               |
| Pat Dennis for B.J. Cornwall, El Mirage                               | Carl Swenson for Terry Ellis, Peoria                         |
| Alfonso Rodriguez for Orlando Moreno,<br>Fort McDowell Yavapai Nation | Frank Fairbanks, Phoenix                                     |
| Tim Pickering, Fountain Hills   | <i>John Kross, Queen Creek</i>                               |
| * Lynn Farmer, Gila Bend  | * Bryan Meyers, Salt River Pima-Maricopa<br>Indian Community |
| Derek White for Joseph Manuel, Gila River<br>Indian Community         | Jim Rumpeltes, Surprise                                      |
|   | <i>Jeff Kulaga for Will Manley, Tempe</i>                    |

Chris Hagen for Reyes Medrano, Tolleson  
\* Steve McKay, Wickenburg  
Lloyce Robinson, Youngtown

**Dale Buskirk for Victor Mendez, ADOT**  
David Smith, Maricopa County  
David Boggs, Valley Metro/RPTA

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

**CONTACT PERSON:**

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

PRELIMINARY DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
MAG REGIONAL COUNCIL EXECUTIVE COMMITTEE

August 13, 2007

MAG Offices, Cholla Room  
302 N. 1<sup>st</sup> Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair  
Mayor Mary Manross, Scottsdale, Vice Chair  
Councilmember Peggy Neely, Treasurer  
Mayor Steven M. Berman, Gilbert

Mayor Keno Hawker, Mesa  
Mayor Thomas L. Schoaf, Litchfield Park  
Mayor Marie Lopez Rogers, Avondale

\* Not present

4. Statewide Transportation Acceleration Needs (STAN) II Account

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

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

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

Mr. Anderson then addressed the interest reimbursement subaccount. He said that \$10 million was appropriated statewide. The law says that interest costs incurred for the

DRAFT

acceleration of transportation projects, which must be on a state highway system, may be reimbursed. Mr. Anderson stated that interest costs must result from bonds, loans, or advances; the agreement to accelerate must include at least two local jurisdictions, ADOT, and regional planning agency; the agreement must be entered into after January 1, 2007; and the project must be in region's Regional Transportation Plan. Mr. Anderson stated that a process must be established and a recommendation made to the State Transportation Board. He noted that funds received from the subaccount would count toward a region's share of STAN; in MAG's case, \$31.2 million.

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

Mr. Anderson reviewed options and stated that MAG could approve full interest reimbursement, no interest reimbursement per MAG policy, or partial reimbursement. Mr. Anderson reviewed one scenario of sixty/forty partial reimbursement, which represent the program's and local's share of the interest respectively. He said that the program would pay \$8.5 million and the local jurisdictions would pay \$5.7 million. Mr. Anderson stated that under another scenario, MAG's sixty percent of the STAN fund could be applied to the \$10 million available, meaning \$6 million would be available to reimburse the local communities. This would leave a balance in the subaccount for other regions in the state to use.

Mr. Anderson reported on questions that have been raised. He said that some have asked why the rush? Mr. Anderson said that ADOT has designed the project and is waiting for resolution before advertising the project. He noted that there are major safety issues and congestion on I-10. With only two lanes and significant truck travel, the segment in the Goodyear vicinity experienced about 30 crashes and 15 injuries per month in 2005, which is likely higher today.

Mr. Anderson stated that one question raised asked the legislative intent. He reported that the intent was to allow interest costs related to accelerating a project to be paid from STAN funds.

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

Mr. Anderson stated that another question asked the impact on the program. He noted that this has no impact on the program.

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

Mr. Anderson reported that the next steps include a recommendation for interest reimbursement for the I-10 project, a recommendation on the use of the balance of the STAN allocation, and a report to the Legislature on STAN activities by December 15, 2007.

Mayor Schoaf stated that if the reimbursement is provided for this project, it has already had due process. He said that even if the \$9.6 million is the correct number, there is no guarantee that ADOT will pay back the bonds on schedule which will result in more interest expense to the cities. Mayor Schoaf stated that this is not a situation where the cities are getting off scott free. When the original efforts were made at the legislature the intent of many legislators was that some of those STAN monies from last year were to go to I-10. He stated that I-10 is not an issue for Litchfield Park alone, it is an issue of safety for the entire region because it is a very dangerous road and a chokepoint. He noted that they were told that if there was a chance of fixing this it would have to be through the Legislature. Mayor Schoaf indicated that they were also told that it would be difficult for any state money to be allocated if local dollars were already committed. He stated that the legislation was crafted to make it clear that this funding for I-10 was the intent of the legislature and that they are not supplanting anything because it is a new obligation. Mayor Schoaf stated that the cities are obligated to pay for the design, but are not obligated to fund the construction costs since they have not signed the agreement. Mayor Schoaf stated that the language of the legislation was done specifically to answer issues that were raised by MAG and ADOT.

Mayor Lopez Rogers stated that the cities received the direction from TPC and Regional Council that if they wanted to fix this problem they would need to fix it themselves. She stated that last year she worked through the regional cooperative effort to make sure the funds were going to be used for projects that are regional in nature, and she would like the same regional cooperation. Mayor Lopez Rogers stated that this is a federal highway that is unsafe and the federal government has not stepped up to fix it. She added that the Legislature stepped up to help address this. Mayor Lopez Rogers remarked if MAG says "no, thank you," to the money given by the Legislature, it would be an insult to them.

Mayor Berman stated he had no comment at the moment he would like to listen to the comments others have then state his opinion.

Councilmember Neely stated she would also wait to comment until everyone else has had a turn to comment.

Mayor Manross agreed to speak more after other comments were made but stated that she would like everyone to come to a compromise that would maintain the integrity of the process while still addressing the issue.

Mayor Hawker stated that it is unsettling because there is no policy to address this. He noted that under STAN I, the policy was to accelerate projects in the order that had been agreed upon by the committees. Mayor Hawker stated that the STAN II money was earmarked through the Legislature with money already programmed for the region.

Mayor Hawker said that if it had been new money, he might have a different take on the issue, but even new money opens up a legislative firestorm, with every community going to the legislature to fund projects. Mayor Hawker expressed concern that if communities commit to using their own money, then decide to go to the legislature for reimbursement, that this policy will be of great harm to the MAG region. Mayor Hawker stated that Mesa will want to go to the legislature next year for the \$18 million interest they paid for their acceleration. He stated that he was surprised that design and construction are now considered separately.

Mayor Hawker stated that he recalled the West Valley coming together to fix the I-10 issue, but now regional money would be used to accelerate the project. Mayor Hawker said his biggest problem is that there is not a policy for subtractions from regional monies to accelerate specific projects. Mayor Hawker expressed that the I-10 project needs to be addressed and he agrees that it is the highest priority project at the moment. He stated that a policy should be crafted to ensure that local communities financially contribute to projects they want accelerated, and that projects should not be pulled out of order by the Legislature that imposes mandates on the region. Mayor Hawker said he would likely support a compromise proposal in which the cities would be responsible for a lower portion of costs than the \$10 million, maybe within the \$3.6 to \$5.9 million range. He said cities should not walk away from their commitment to help fund the acceleration or it could result in consequences that can haunt the region for many years. Mayor Hawker stated that he hopes a compromise can be reached that honors the legislative intent and also the process. He noted that the TPC and business representatives should give their input on these issues.

Chair Cavanaugh asked about next steps. Dennis Smith said the TPC meeting was pending and the Regional Council would meet on August 22nd. Mr. Smith said the project is ready to be put to bid by ADOT. Mr. Smith said there is a serious safety issue on this section of I-10 with 30 accidents a month, and that the policymakers may want to arrive at a decision this month.

Chair Cavanaugh asked what would happen to the remaining funds if a compromise for a different amount was reached. Mr. Anderson responded that the remaining money would stay in the STAN account.

Chair Cavanaugh stated that the major issue for him was to build the roadway as soon as possible because it means people's lives. Chair Cavanaugh said that Goodyear would not have a problem with the \$5.6 million compromise, he just wants the road built. He said he looks forward to the discussion at TPC and Regional Council.

Mayor Hawker asked if the item was on the Executive Committee for action. Mr. Smith answered that it was put on for information and discussion.

Mayor Lopez Rogers stated that she is also very concerned about the safety issue and that she has a responsibility to Avondale residents to make sure they do not pay twice for a federal highway. She said she is willing to discuss a compromise but that she wants to look at every avenue to make sure her residents do not pay for a freeway they should not be paying for.

Chair Cavanaugh said that whatever is decided at MAG does not preclude the region from seeking federal money that is "above the line." He said that is still an option. Chair Cavanaugh expressed that his concern is that the job is ready to go.

Councilmember Neely stated that she agrees that I-10 is very important to the region. She said that at the last Regional Council meeting she made comments that she is very concerned about policies and procedures. She said that it does not need to be called earmarking but she is concerned that procedures established at MAG are not being followed. She expressed her agreement that the current project is important but tomorrow it could be a project that is much less significant but the precedent will have been set. She said she believes that Mayor Hawker is right, and that you will see the floodgates open at the Legislature next year with everyone wanting their prepaid interest back. Councilmember Neely asked that a way be found to follow policy. She stated that she understands there is urgency to the project, but that may be the worst way to go about making a decision. She said the City of Phoenix has discussed this and they are concerned about the policy and she wants to see a compromise found that is equitable to everyone. Councilmember Neely said she wants to make sure we are not opening the door so everyone is at the Legislature saying that the bill was meant for them. She said her understanding of the bill was that the Legislature dictated that MAG should come up with a process. She has not seen that process developed, yet the agenda item keeps moving forward, and that is her concern. Councilmember Neely stated that a new process has not been developed, nor is the old process being followed.

Mr. Smith stated that Councilmember Neely was correct in that no new policy exists that specifically addresses how this funding is put into the MAG process. A process was adopted in March 2000 that established a highway acceleration policy. There is the issue of whether

interest costs can be reimbursed and the Legislature has modified that. Mr. Smith said that there are serious issues of safety but also serious issues of policy. MAG has fought for years at the Legislature to ensure that the priorities for the regional freeway system are set by the MAG Regional Council as the ultimate Metropolitan Planning Organization (MPO) board. When Proposition 400 was being drafted, there was discussion as to whether the Legislature could set priorities. And there was a legislative counsel opinion that stated that MAG was the federally designated MPO and that is where the decisions rest. And that is why this came back to MAG because of the federal law.

Mr. Smith said that the issue now is that everyone knows that the Legislative intent in STAN I was to help the West Valley, but that didn't work because of a technicality. So one project that was originally going to be in the acceleration, the Buckeye portion, had fallen out of the MAG Plan but due to a technicality in STAN I was funded for free. That left the remaining cities questioning why they did not wait, because now they are on the hook for some money. Mr. Smith noted that the March 2000 acceleration policy deals with the regional freeway system only, which does not include the Interstates. The previous half-cent money was going on new corridors, and with the start of Proposition 400 the systems were mixed together. Mr. Smith stated that people are asking why an Interstate system is being accelerated using local money; this is unheard of in any other part of the country. He commented that if this is being looked at as one big system because it is a gateway route used by transcontinental traffic, maybe this route doesn't have to pay as much because the benefit is truly regionwide. Mr. Smith stated that the only reason for the rush is that the accident information is compelling and might be a reason to not take several months to develop a policy.

Councilmember Neely said this is not new money and a compromise is needed. She commented that if the MAG policy is a sixty/forty split between the region and cities, that needs to be looked at. She added that there should be a chance to reapply with the additional \$6 million or whatever is left. Councilmember Neely requested the West Valley cities to consider a compromise. She stated that all cities deal with financial issues but they have to think regionally. Councilmember Neely stated that there are a lot of cities and if the floodwaters are opened up, not only will the Legislature be affected but also will the MAG body. She stated she believes the process has worked so well in the past is because policy has been followed. Councilmember Neely stated that leadership is needed.

Mayor Berman questioned whether it could be stipulated that this would be an isolated one-time decision. He commented that there are a lot of policy concerns. Mayor Berman stated that Gilbert and other cities have paid their own way, but he understands the concerns of the West Valley. Mayor Berman stated that when he became Mayor of a small city, he realized there are many things a small city cannot afford. Now, three of the smaller cities in the region are on the hook for something that dramatically affects the whole region. Mayor Berman stated that part of being a region is that sometimes the bigger guys have to help out the smaller guys. He indicated that he did not have a problem making this happen one time,

but he wouldn't want to set a precedent. Mayor Berman remarked that he has a problem with cities having to go to the Legislature to solve problems because they cannot be worked out regionally, and because this was not new money, other areas are being harmed. He sees that this is a compelling project, but there are drawbacks. He noted that he sympathizes with the three Mayors who state this is going to cause a problem for them.

Mr. Smith stated that the Chair of the MAG Management Committee has asked that the topic of earmarking be on the next agenda for a policy discussion. He advised that MAG needs to carefully watch who is making policy decisions on the regional freeway system, or there will be a free-for-all. He stated the federal law is clear that MAG should set the priorities. Mr. Smith commented that it gets difficult is MAG is given money and is told "this is what we would like to happen with it," which could put MAG in the position of having to turn it down. Mr. Smith recalled that there was a lot of pressure in STAN I to earmark the money for I-17, but the Legislature decided not to do that and would let MAG make the decision.

Mayor Berman stated that just because the money is offered, if there are conditions MAG does not like it does have to accept the money.

Mayor Hawker asked about the process and why the managers vote on one issue and the Executive Committee doesn't. He questioned whether this issue has been through the regular process. Mr. Smith said that normally agenda items go to Management Committee first, then to the TPC and Regional Council. Normally MAG would not have August meetings, but they were needed this year because this project is ready to go to bid, but ADOT cannot issue its request for proposals until the decisions are made at MAG. Mr. Smith commented that if this section of I-10 was not a high accident section, there would be a lot more time to think about it. Mr. Smith noted that there is still time if the Regional Council wants to wait and take that risk.

Mayor Hawker said that if there had been a discussion at the last Regional Council meeting, confusion might have been avoided, but noted that he understood the explanation. Mr. Smith stated that the Executive Committee does have the authority to take actions between meetings, usually involving fiscal matters.

Mayor Manross stated that MAG has to think of the long term impacts. Her impression last year was that something was missing in the legislation, but she did not think it would end up back at MAG. She said that equally as important as building the roads is the integrity of the MAG process. Mayor Manross recalled that the Legislature was impressed that MAG was able to work regionally under STAN I. She commented that whatever is decided at the end of the day MAG needs to be able to say that it worked regionally. Mayor Manross remarked that if that is not the message received by the Legislature, MAG will have taken a step backward. She stated that she hoped that the Regional Council will come up with a reasonable compromise. Mayor Manross added that she would dislike seeing regional

decisions made at the Legislature. She commented on ensuring that MAG policies cannot be questioned in the future, so that MAG can control its own destiny. Mayor Manross expressed her hope that it can be addressed through compromise.

Mayor Lopez Rogers said that during the original STAN legislation, they thought that interest was a direct cost but they were told it was not. She commented on the need to remember the intent of the legislation was to address the interest issue. Mayor Lopez Rogers stated that there is no question that the West Valley residents will be paying if the project moves forward. She stated that Avondale has not yet signed the agreement and if the intent is not to move forward then the council will have to reexamine what that means to residents. Mayor Lopez Rogers said that last year they were asking for \$130 million, but since only \$190 million was being designated under STAN I it was clear there wasn't enough STAN funding. She stated that now she just wants to move forward and get this done.

Mayor Schoaf noted that he agrees it is important to have a clear process. He said there is a tenet in the legal profession that you should not make law based on a bad case. He said this a difficult situation because the MAG process was not followed when this was originally put in the TIP. He said the actions taken by the West Valley city councils are not legally binding. Mayor Schoaf said MAG has created a problem because the councils are not bound to fund the agreement for construction. He said the cities were trying to find a solution for a serious problem and trying to grapple with the overall policy while also trying to correct errors that were made in the past. Mayor Schoaf stated that if MAG is going to rewrite policy, there needs to be a full discussion and disclosure of any policies that were violated in the past.

Mr. Smith stated that one of the issues that is problematic for MAG on this project is that there is not a signed agreement among the parties and ADOT for construction. Federal law requires that if a project goes in the TIP, there must be a financial commitment. You are not supposed to put a project in the TIP that isn't funded, otherwise air quality calculations could be done on a project that might not happen. Mr. Smith stated that from a MAG perspective, when cities say they want a project in the TIP, the parties are saying they are going to proceed with it, even if the legal agreement isn't signed.

Mayor Schoaf said that the process of how projects are put into the TIP might need reexamination. He added that when the cities only adopted a joint resolution, that agreement is not binding. Mayor Schoaf stated that the policy issues may go deeper than this policy concerning this \$10 million. He stated that if a way to get this project built is not found, there will be an even worse choke point because the state is going to widen the area west of this segment. He commented that 30 accidents is going to seem like a safe month. Mayor Schoaf stated that the cities are only trying to solve a problem while dealing with their own financial realities and dealing with the political situation as well.

Mr. Smith reiterated that the project makes sense due to the safety issue and MAG has worked hard with the cities to make the acceleration happen. He hasn't heard anyone who has disagreed with the project, it is the issue of process that always comes up.

Chair Cavanaugh said that there are differences with how his city sees this issue. He stated that in his view the only reason the project was accelerated was because the cities said they would carry the cost. While there may not be a legal obligation but there may be a moral obligation.

Councilmember Neely said she did not disagree with looking at the policies, but she comes back to the direction from the Legislature that MAG would determine a policy for the \$10 million. She commented that it seemed like this would need to be done immediately, and she was concerned with that. Councilmember Neely commented on her preference to take 30 days and send it back through the MAG process.

Chair Cavanaugh stated that the Executive Committee agenda was established a while ago and it was subsequent to that the Management Committee made a decision on the \$10 million moving forward. Chair Cavanaugh said that he could have changed the agenda from discussion to action but he feels the Executive Committee is a facilitating body and it is more important that the recommendation of the Management Committee be forwarded to the TPC and Regional Council. He felt that maintaining the item for discussion only demonstrated respect for the Management Committee's action, and that the final decision would be the Regional Council's.

Mayor Lopez Rogers stated that she understood the need for process but the cities continue to accrue costs and ADOT is waiting to advertise the project. She said the project is shelf-ready and that the concern is safety and that is why it needs to happen now. She stated that this project should have moved forward last year and it should not be delayed another 30 days. This process has been ongoing since the first STAN legislation, and she was opposed to any delay.

Councilmember Neely asked if there could be a clear summary of the debate by the Executive Committee provided to the TPC and Regional Council so that the minutes would be available for everyone to review. Mr. Smith said the minutes could be provided.

August 6, 2007

Eric Anderson  
Transportation Director  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue, Suite 300  
Phoenix, AZ 85003

Dear Mr. Anderson,

Attached is a proposal from the City of Mesa in response to the request MAG issued on July 26 for projects to be considered for reimbursement of interest expense funds.

Given the fact that the Request for Projects was issued less than two weeks prior to the first discussion of the submissions at the August 8 Management Committee, it was simply not possible to complete a thorough proposal. Additional pertinent information, including cost projections and partnering opportunities, will be forthcoming.

Sincerely,

  
Jeff Martin  
Transportation Director

## WILLIAMS GATEWAY FREEWAY (SR 802) ACCELERATION

The City of Mesa is developing a proposal to accelerate design and construction of the Williams Gateway Freeway, SR 802, by approximately five years. The preliminary schedule is presented below. Mesa will work with neighboring cities and towns, Williams Gateway Airport Authority partners and Pinal County to finalize this proposal.

Rapid residential growth in southeastern Maricopa County and northern central Pinal County has placed a significant strain on the existing transportation infrastructure, overloading arterials between new residential developments and the Phoenix-Mesa metro area. Additionally, two recent studies conducted by the Morrison Institute project that the State Trust Land immediately adjacent to the Williams Gateway Freeway will be home to more than 1 million new residents. The development of this parcel, which is larger than Mesa, Tempe and Chandler combined, will further compound the transportation challenges currently faced by the region, diminishing the quality of life for residents in surrounding communities, as well as negatively impacting the Williams Gateway Airport Employment Center, which MAG projects will attract nearly 100,000 jobs at build-out. With the former 5,000-acre GM Proving Ground slated primarily for office and industrial employment, the efficient movement of goods and services to and from the Airport and its surrounding facilities is critical to the employment center's success.

The Williams Gateway Freeway is of statewide and regional significance that will alleviate traffic congestion in two counties caused by significant residential development, as well as provide efficient access to the Airport and Job Center. However, construction of the freeway is not programmed to begin until 2016, with construction of the last segment starting in 2020. To alleviate current residential traffic in multiple jurisdictions, as well as provide adequate access to Williams Gateway, it is vital that construction of this freeway be advanced. A preliminary project advancement schedule is presented below.

### PROJECT SCHEDULE

| Project Description | Program     | Project Limits        | Funds, \$ | Advance To |
|---------------------|-------------|-----------------------|-----------|------------|
| Environmental Study | FY08 – FY09 | Santan to Meridian    | 2 M       | N/A        |
| R/W Protection      | FY08 – FY12 | Santan to Meridian    | 2 M/yr.   | N/A        |
| Design & R/W        | FY2014      | Santan to Ellsworth   | 20 M      | FY2009     |
| Design & R/W        | FY2015      | Santan to Ellsworth   | 20 M      | FY2010     |
| Design              | FY2015      | Ellsworth to Meridian | 10 M      | FY2010     |
| Construction        | FY2016      | Santan to Ellsworth   | 113 M     | FY2011     |
| Design & R/W        | FY2018      | Ellsworth to Meridian | 70 M      | FY2013     |
| Construction        | FY2020      | Ellsworth to Meridian | 90 M      | FY2015     |

Estimated interest expense \$40-50 M

\* Given the fact that the Request for Projects was issued less than two weeks prior to the first discussion of the submissions at the August 8 Management Committee, it was simply not possible to complete a thorough proposal. Additional pertinent information, including cost projections and partnering opportunities, will be forthcoming.

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

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

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

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

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

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

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

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

## Project Background, Purpose and Objectives

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

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

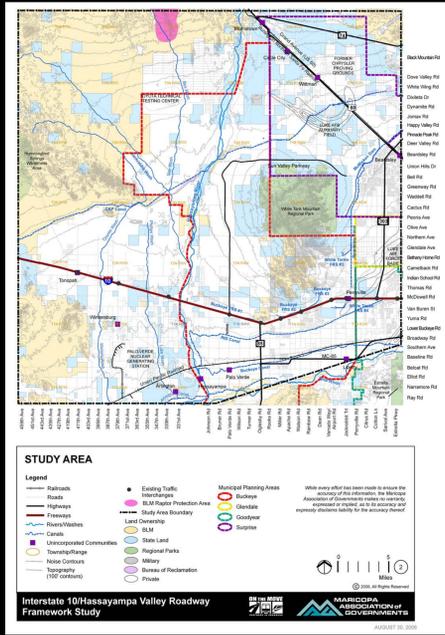
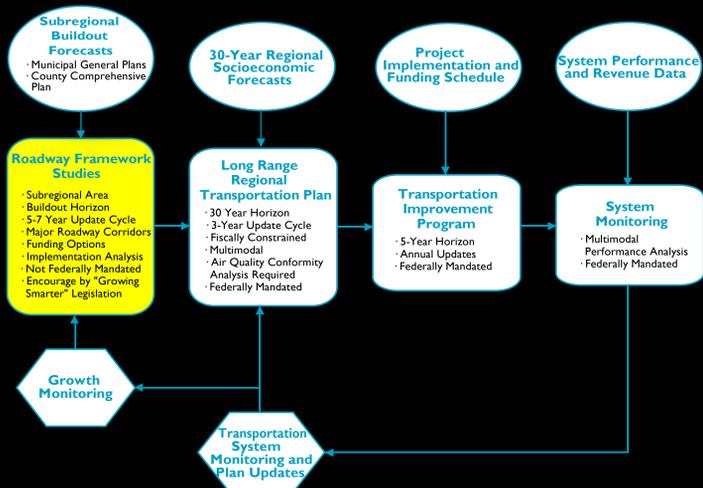
| Scenario             | Dwelling Units | Population | Employment (jobs) |
|----------------------|----------------|------------|-------------------|
| 2005                 | 55,000         | 138,000    | 48,000            |
| 2030                 | 395,000        | 948,000    | 379,000           |
|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

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

### Objectives Met:

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

## Relationship to Regional Planning



## Interstate 10/ Hassayampa Valley Roadway Framework Study

June 2007

**DRAFT**



MARICOPA ASSOCIATION OF GOVERNMENTS **bqaz**

## Coordination and Outreach

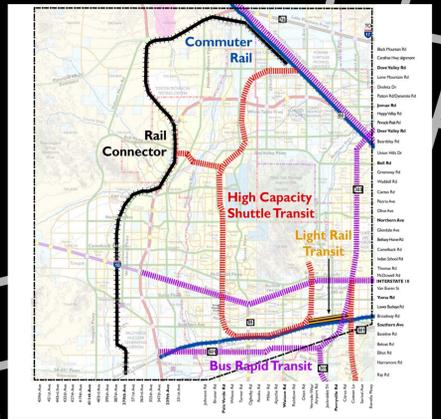


The MAG I-10/Hassayampa Valley Roadway Framework Study included an agency coordination and community outreach program throughout the project. More than 120 meetings were conducted with public agency staff, elected officials, and a wide range of private “stakeholders” with an interest in the area, such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

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

## Alternative Modes

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



## New Parkway Functional Classification

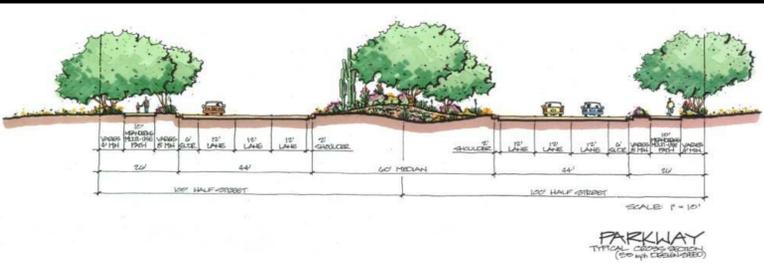
As the study progressed, it became clear that new high-capacity roadways will be needed in the Hassayampa Valley. It was equally clear that building a dense freeway grid may never be possible. Therefore, the conceptual network contains many intermediate-capacity facilities known as parkways. This facility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

### Parkway characteristics include:

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

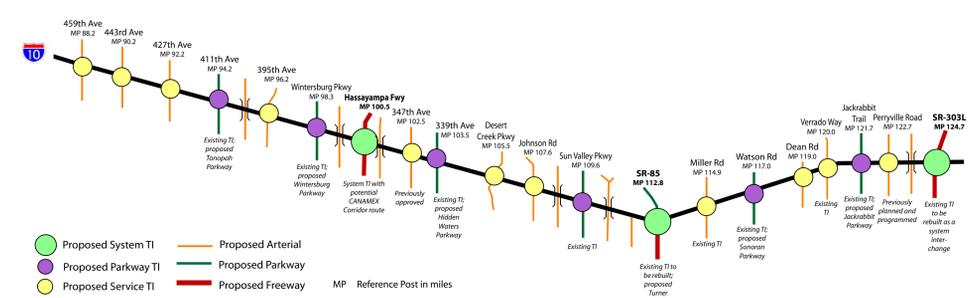
A unique intersection design feature that greatly increases parkway capacity is the “indirect left turn.” Traditional left turns are not permitted at intersections, resulting in a simple two-phase signal cycle that improves traffic operations and safety. At high-volume junctions between two parkways,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

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



## Traffic Interchange Locations

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



## Project Team:

DMJM HARRIS | AECOM

Wilson & Company, Inc.

Partners for Strategic Action, Inc.

Curtis Lueck & Associates

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## Stakeholder Team

### Funding Partners:

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

### Study Review Team:

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

# Conceptual Transportation Framework Recommendation

**DRAFT**

## Conceptual Transportation Framework Recommendation

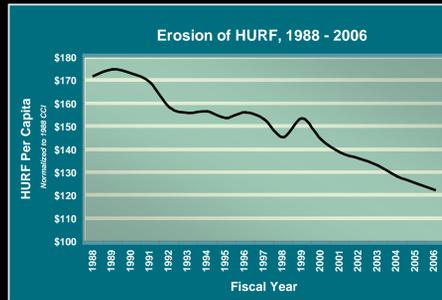
The recommended conceptual transportation framework for the Hassayampa Valley is illustrated to the left. The network includes several new freeways, identifies approximate locations of arterials, and introduces a new type of facility called a parkway. All of the framework routes should be viewed as generalized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

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

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

## Roadway System Funding

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



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

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

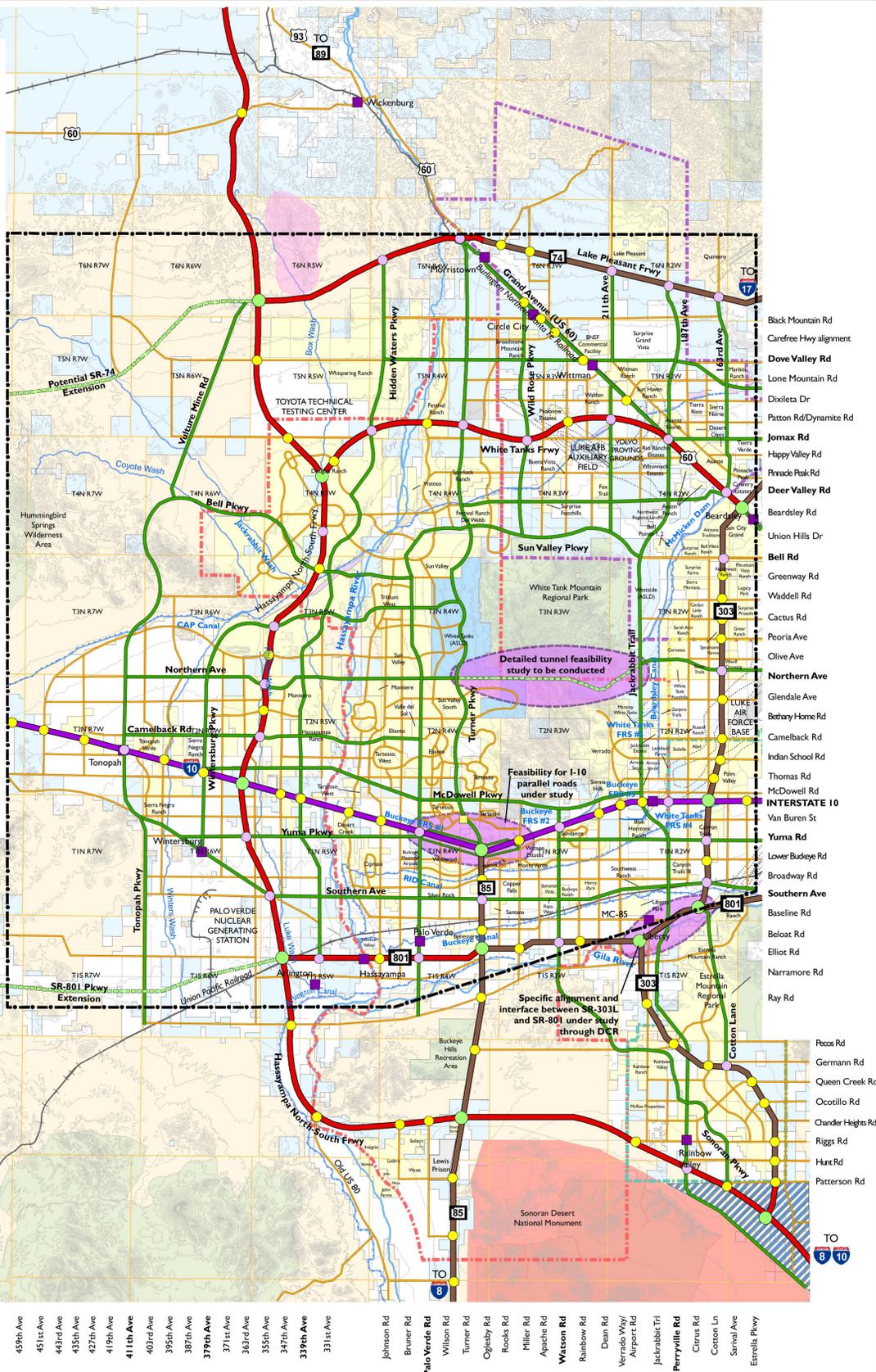
## Implementation and Next Steps

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

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

| Dates       | Potential Activities   |
|-------------|--|
| By 2015     | <ul style="list-style-type: none"> <li>Preserve R/W for SR-801, SR-303L to SR-85</li> <li>Widen SR-85 to interim four-lane divided highway</li> <li>Preliminary alignment studies for SR-303L, SR-801 to Hassayampa Fwy</li> <li>Preliminary alignment studies for Hassayampa Fwy, I-10 to White Tank Fwy</li> <li>Preliminary alignment studies for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L</li> <li>Preliminary alignment studies for SR-801, SR-85 to Hassayampa Fwy</li> </ul> |
| By 2015     | <ul style="list-style-type: none"> <li>Preserve R/W along SR-74</li> <li>Construct SR-303L freeway, US-60 to I-10</li> <li>Preserve R/W for SR-303L, SR-801 to Hassayampa Fwy</li> </ul>   |
| By 2015     | <ul style="list-style-type: none"> <li>Preliminary alignment studies for Hassayampa Fwy, White Tank Fwy to SR-74 Extension</li> <li>Preliminary alignment studies for Hassayampa Fwy, I-10 to SR-85</li> <li>Preserve R/W for Hassayampa Fwy, I-10 to White Tank Fwy</li> <li>Preserve R/W for White Tank Fwy, Hassayampa Fwy to US-60/SR-303L</li> <li>Construct TI at I-10/Perryville Rd</li> </ul>  |
| By 2030     | <ul style="list-style-type: none"> <li>Preliminary alignment studies for SR-74 Extension, US-60 to Hassayampa Fwy</li> <li>Preserve R/W for SR-801, SR-85 to Hassayampa Fwy</li> <li>Construct SR-303L freeway, I-10 to SR-801</li> </ul>  |
| By 2030     | <ul style="list-style-type: none"> <li>Preserve R/W for Hassayampa Fwy, White Tank Fwy to SR-74 Extension</li> <li>Preserve R/W for Hassayampa Fwy, I-10 to SR-85</li> </ul>   |
| By 2030     | <ul style="list-style-type: none"> <li>Construct SR-303L, SR-801 to Hassayampa Fwy</li> <li>Possibly construct interim Hassayampa Fwy facility, I-10 to White Tank Fwy</li> <li>Possibly construct interim White Tank Fwy facility, Hassayampa Fwy to US-60/SR-303L</li> </ul>   |
| By 2030     | <ul style="list-style-type: none"> <li>Initiate new TIs and other I-10 improvements, SR-303L to SR-85</li> <li>Construct two-lane interim facility on SR-801 alignment, SR-303L to SR-85</li> </ul>  |
| By 2030     | <ul style="list-style-type: none"> <li>Preserve R/W for SR-74 Extension, US-60 to Hassayampa Fwy</li> <li>Possibly construct interim Hassayampa Fwy facility, White Tank Fwy to SR-74 Extension</li> <li>Complete I-10 improvements, SR-303L to SR-85</li> <li>Improve SR-74 to full freeway</li> <li>Improve SR-85 to full freeway</li> </ul>   |
| Beyond 2030 | <ul style="list-style-type: none"> <li>Construct I-10 improvements, SR-85 to Hassayampa Fwy</li> <li>Complete SR-801, SR-303L to SR-85</li> <li>Complete Hassayampa Fwy, I-10 to White Tank Fwy</li> <li>Complete White Tank Fwy, Hassayampa Fwy to US-60/SR-303L</li> </ul>   |
| Beyond 2030 | <ul style="list-style-type: none"> <li>Possibly construct interim SR-74 Extension, US-60 to Hassayampa Fwy</li> </ul>  |
| Beyond 2030 | <ul style="list-style-type: none"> <li>Complete Hassayampa Fwy, White Tank Fwy to SR-74 Extension</li> <li>Complete Hassayampa Fwy, I-10 to SR-801</li> </ul>  |
| Beyond 2030 | <ul style="list-style-type: none"> <li>Complete Hassayampa Fwy, SR-801 to SR-85</li> </ul>   |
| Beyond 2030 | <ul style="list-style-type: none"> <li>Construct I-10 improvements, Hassayampa Fwy to 459th Ave</li> <li>Complete SR-74 Extension, US 60 to Hassayampa Fwy</li> <li>Construct SR-801, SR-85 to Hassayampa Fwy</li> </ul>   |

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



## CONCEPTUAL TRANSPORTATION FRAMEWORK

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

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

Arterial river crossings are conceptual to demonstrate the number of crossing needed to support development. Final locations and number will be determined in engineering and water resource studies.

General alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

Locations of proposed roadway facilities south of the study area are subject to refinement in the I-8 and I-10/Hidden Valley Roadway Framework Study to be completed in 2008, and roadways north to be planned in the New River Roadway Framework Study, schedule to be determined.

Locations of proposed freeway interchanges and the use of parallel roads along freeways are preliminary and subject to review and approval of the FHWA and ADOT.



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Interstate 10/Hassayampa Valley Roadway Framework Study



JULY 9, 2007