

Workshop Agenda

April 8, 2008

TO: Members of the Transportation Policy Committee

FROM: Keno Hawker, Mesa, Chair

SUBJECT: NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA SURVEY
FOR TRANSPORTATION WORKSHOP

Workshop - 2:30 p.m.

Wednesday, April 16, 2008

MAG Office, Suite 200 - Saguaro Room

302 North 1st Avenue, Phoenix

On March 13, 2008, invitations were sent to members of the Transportation Policy Committee to participate in a workshop seeking feedback and input regarding a draft survey instrument that will measure voter attitudes about a variety of critical statewide transportation issues. The workshop will be held at the time and place noted above, just prior to the regularly scheduled TPC meeting.

In December, 2007, the TPC and MAG Regional Council approved a budget amendment to conduct a scientifically valid telephone survey of likely Arizona voters. The purpose of the survey is to better understand how transportation issues rank with other public policy issues in Arizona and to gauge the public's sentiment on various options to deal with the shortage of transportation funds statewide. One aspect of the survey will be determining citizens' perspective on election timing for a transportation ballot question in light of the current economic downturn.

The purpose of the workshop will be to review and gather comments and suggestions on the draft survey instrument, which was developed with input from three focus groups held in Maricopa, Pima, and Yavapai counties. Input from the workshop will be used to further refine the instrument. The statewide telephone survey is expected to be conducted from April 21-May 9, 2008, with the results expected in mid-May.

We look forward to your participation. If you have any questions, please contact Kelly Taft, MAG Communications Manager, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

**TRANSPORTATION POLICY COMMITTEE
TRANSPORTATION SURVEY WORKSHOP AGENDA
APRIL 16, 2008**

	<u>ACTION REQUESTED</u>
<p>1. <u>Call to Order</u></p>	
<p>2. <u>Overview and Background</u></p> <p>In December 2007, the TPC and the MAG Regional Council approved a budget amendment to conduct a scientifically valid telephone survey of likely Arizona voters. The purpose of the survey is to measure the regional and statewide public attitudes, opinions and interests relevant to addressing transportation mobility needs, including potential solutions and timing.</p> <p>In February 2007, the TPC and MAG Regional Council recommended that MAG negotiate with WestGroup Research to conduct the Transportation Survey. WestGroup’s proposal included focus groups and a statewide survey. MAG entered into a contract with WestGroup on March 6, 2008.</p>	<p>2. Information.</p>
<p>3. <u>Review of Draft Polling Instrument</u></p> <p>After reviewing numerous regional, statewide and national transportation surveys, a draft list of questions was developed and presented to participants in three focus groups. On March 25, 2008, a focus group was held in Prescott to explore attitudes and opinions of Yavapai County voters. On March 26, 2008, a focus group was held in Tucson to explore the attitudes and opinions of Pima County voters. On March 27, 2008, a focus group was held in Phoenix to explore the attitudes and opinions of Maricopa County voters, with participants evenly divided between the Central Valley, West Valley and East Valley. An update of the information obtained through the focus group discussions will be provided. Workshop participants will be provided with copies of the draft polling instrument for review and input.</p>	<p>3. Information, discussion and input into the draft polling instrument.</p>

April 8, 2008

TO: Members of the Transportation Policy Committee

FROM: Mayor Keno Hawker, Mesa, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.
Wednesday, April 16, 2008
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.

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

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
April 16, 2008**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the 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.

4. Approval of Consent Agenda

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 (*).

3. Information.

4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. Approval of February 20, 2008 Meeting Minutes

*4B. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 MAG Transportation Improvement Program (TIP) was approved by Regional Council on July 25, 2007. Since that

4A. Review and approval of the February 20, 2008 meeting minutes.

4B. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in Table A. The amendments include adding the noise reduction study at ADOT, repackaging of two City of Tempe projects into one, and adding six Transportation Enhancement Projects that were approved by the ADOT Board in November 2007. An administrative modification does not require a conformity determination. The Transportation Review Committee recommended approval of these project changes. This item is on the April 9, 2008, Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*4C. ADOT Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

ADOT has requested that a small change in the funding from the State Transportation Acceleration Needs (STAN) account that was approved by MAG in December 2006 be modified slightly to decrease the funding by \$1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by \$500,000 each for the L303: Bell Road Crossing and for the L303: Cactus and Waddell Road Crossing projects. This has determined that the \$1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects. There is no fiscal impact on the MAG Freeway Program. The Transportation Review Committee recommended approval of the project change. This item is on the April 9, 2008, Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*4D. MAG Commuter Rail Strategic Plan

Since February 2007, MAG has been working on a Commuter Rail Strategic Plan, which will establish a framework for implementing commuter rail service in Maricopa County and

4C. Recommend approval of the ADOT request to decrease the funding by \$1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

4D. Recommendation to accept the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) Ongoing Coordination; 2) Union Pacific

northern Pinal County. The MAG consultant provided project briefings to the Management Committee, Transportation Policy Committee, and Regional Council in November and December 2007. On March 27, 2008, the Transportation Review Committee recommended to accept the Commuter Rail Strategic Plan, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning. This item is on the April 9, 2008, Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning.

ITEMS PROPOSED TO BE HEARD

5. Transportation Planning Update

For the past three years, MAG has been engaged with the regional planning organizations throughout Arizona to work collaboratively to address Arizona's growth and transportation issues. Concurrently, MAG has been working to address high growth areas in the MAG region with the Hassayampa Valley and Hidden Valley Framework studies. MAG has also initiated a Transit Framework Study and will be initiating an update of the Regional Transportation Plan. These studies along with a statewide Transportation Reconnaissance Study have laid the foundation for a statewide transportation planning effort by the Arizona Department of Transportation. A report on these activities will be provided to the Transportation Policy Committee. Please refer to the enclosed material.

5. Information, discussion and input by the Transportation Policy Committee.

6. Role of Transportation Policy Committee Regarding Statewide Transportation Planning

In April 2002, the Regional Council approved the General Concepts and Responsibilities of the Transportation Policy Committee. These responsibilities included among others, making recommendations to the Regional Council

6. Information discussion and possible action.

regarding the Regional Transportation Plan and amendments to the Regional Transportation Plan. These roles have subsequently been codified in state law. A discussion will be held regarding the TPC's role in addressing recent statewide efforts for a statewide initiative that would include transportation plans/projects that impact the MAG region.

7. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

7. Information, discussion and possible action.

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

February 20, 2008
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Mayor Keno Hawker, Mesa, Chair | # Mayor Hugh Hallman, Tempe |
| Councilmember Ron Aames, Peoria | * Eneas Kane, DMB Associates |
| Kent Andrews, Salt River Pima-Maricopa
Indian Community | * Mark Killian, The Killian Companies/
Sunny Mesa, Inc. |
| Maria Baier, Phoenix | Vacant, State Transportation Board |
| # Vice Mayor Gail Barney, Queen Creek | # Mayor Marie Lopez Rogers, Avondale |
| # Stephen Beard, SR Beard & Associates | # Mayor Mary Manross, Scottsdale |
| Mayor Steven Berman, Gilbert | David Martin, Citizens Transportation
Oversight Committee |
| * Dave Berry, Swift Transportation | # David Scholl, Westcor |
| Jed S. Billings, FNF Construction | Mayor Elaine Scruggs, Glendale |
| Mayor Bobby Bryant, Buckeye | # Mayor Lyn Truitt, Surprise |
| Mayor James Cavanaugh, Goodyear | Supervisor Max W. Wilson, Maricopa County |
| # Mayor Boyd Dunn, Chandler | |
- * 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 Keno Hawker at 4:03 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Hawker noted that Councilmember Gail Barney, Mayor Boyd Dunn, Mayor Marie Lopez Rogers, Mayor Mary Manross, Mayor Lyn Truitt, Steve Beard, and David Scholl were participating by telephone.

Chair Hawker welcomed new members to the TPC: Phoenix Councilmember Maria Baier, Surprise Mayor Lyn Truitt, and CTOC Chair David Martin.

Chair Hawker announced that a memorandum reporting the recommendations of the MAG Management Committee and Executive Committee on agenda items #4B, #4C, #4D and #5, and an updated Bill Summary Chart for agenda item #7 were at each place.

Chair Hawker requested that members of the public turn in their public comment cards to staff. Transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff.

3. Call to the Audience

Chair Hawker 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. An opportunity is provided to comment on agenda items posted for action at the time the item is heard. It was noted that no public comment cards were received.

4. Approval of Consent Agenda

Chair Hawker stated that agenda items #4A through #4D were on the consent agenda. He noted that a request had been received to remove agenda item #4D from the consent agenda. Chair Hawker stated that public comment is provided for consent items. He noted that no requests had been received to comment on agenda items #4A, #4B, and #4C. Mr. Billings moved to recommend approval of the consent agenda items #4A, #4B, and #4C. Mayor Berman seconded, and the motion carried unanimously.

4A. Approval of December 12, 2007, Meeting Minutes

The Transportation Policy Committee, by consent, approved the December 12, 2007 meeting minutes.

4B. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2008 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, the FY 2008 Arterial Life Cycle Program, the Regional Transportation Plan 2007 Update as appropriate, and a material cost change to the ADOT Program as shown in the attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2008 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 27, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A, administrative modifications to the ALCP are listed in Table B, and proposed Transit amendments are listed in Table C. An administrative modification does not require a conformity determination. In addition, Table D notes the material cost change to the ADOT Program. The material cost changes are related to cost increases. The right of way project for I-10: Sarival Road to Dysart Road increased by \$500,000 and the construction project for the US-60: I-10 to

Loop 101 increased by \$7,500,000. The Transportation Review Committee and the MAG Management Committee recommended approval of the project changes.

4C. Consultant Selection for the Statewide Transportation Survey

The Transportation Policy Committee, by consent, recommended that MAG negotiate with WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000, and if negotiations with WestGroup Research are not successful, that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey. On December 19, 2007, the MAG Regional Council approved conducting a public opinion survey to measure voter attitudes and preferences in addressing regional and statewide transportation mobility needs, and that the FY 2008 MAG Unified Planning Work Program and Annual Budget be amended to include \$55,000 for the survey. On January 13, 2008, MAG issued a Request for Proposals to develop and conduct an independent, scientifically valid voter opinion survey. In response, six proposals were received. A multi-agency review team met on February 5, 2008, and recommended to MAG the selection of WestGroup Research to conduct the survey. In addition, the team recommended that if negotiations with WestGroup are not successful, that MAG be directed to negotiate with its second choice, Behavior Research Center. On February 13, 2008, the MAG Management Committee concurred with the multi-agency review team.

4D. The Interstate 10 - Hassayampa Valley Transportation Framework Study

This item was removed from the consent agenda.

Bob Hazlett, MAG Senior Engineer, provided a staff report. Since May 2006, the Interstate 10-Hassayampa Valley Transportation Framework Study has been underway for establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountains. Mr. Hazlett stated that ADOT, the Maricopa County Department of Transportation, the Town of Buckeye, the Cities of Goodyear and Surprise, and MAG, partnered on the project by funding and developing the Study. He noted that the study area could have a population of approximately 2.8 million by buildout.

Mr. Hazlett noted that an extensive stakeholder process included more than 150 opportunities for input. He stated that the Transportation Review Committee, Management Committee, the Transportation Policy Committee, and Regional Council have been provided briefings on the results and potential recommendations generated on the project. Mr. Hazlett advised that the requested action is to accept, not to adopt, the findings of the study, because the projects are unfunded. He added that the exact locations of alignments would be determined by future engineering studies.

Chair Hawker recognized public comment from Nick Wood from Snell and Wilmer, the firm that represents Toyota Motors. Mr. Wood provided material to members. He stated that the Toyota proving ground located here after an agreement was reached in 1991. Mr. Wood stated Toyota's proving ground is economically significant for Toyota and the Valley. Mr. Wood stated that at the January 31, 2008 Transportation Review Committee (TRC) meeting, Toyota requested that the north-south freeway, shown on the map to cut through the test track, be realigned. He reported that the TRC agreed and the alignment was redrawn, but not at a distance desirable to Toyota. Mr. Wood explained how security and secrecy are important to companies testing their vehicles. He requested that there be a 1.5 mile buffer between the freeway and the test track to protect it, not only from industrial espionage, but also vibrations. Mr. Wood also expressed concern with the development by Douglas Ranch that would take

place, and once that development has occurred, Toyota will have to live with those alignments. He requested that the TPC recommend approval of the plan with their recommended change.

Chair Hawker noted that the framework was done to get a concept of the roads that might be necessary. He said that he did not anticipate a jurisdiction's zoning or master plan would be overridden, and he figured they would work with the property owners to develop the best alignment.

Mr. Smith stated that when a roadway with no funding is put in a plan, it is put in as an illustrative corridor, and is subject to change. Mr. Smith noted that the alignments first set down in the 1960 Wilbur Smith plan moved from the locations indicated in that plan.

Chair Hawker asked the input received from the involved jurisdictions on the plan. Mr. Hazlett replied that Buckeye was a funding partner and its staff participated from day one, as did Maricopa County. He said that not only their staff, but also the development community provided input. Mr. Hazlett stated that the process was quite extensive - more than 2,000 people participated in more than 150 meetings. He added that they coordinated with Toyota Motors, but since the corporation is so large, perhaps they did not coordinate with the correct person.

Eric Anderson, MAG Transportation Director, advised that at this point, changing the alignment on the map would not impact the study at all. He added that Toyota's input would be important in the next phase of the alignment studies. Mr. Anderson stated that information on the alignment would probably be important to Eldorado Holdings, a major developer in Douglas Ranch, and it would be useful to reflect that change now on the map. Mr. Anderson stated that it would be no issue for staff to change the alignment.

Chair Hawker expressed concern that moving the alignment could impact other property owners and he would have no knowledge of that impact. He asked Supervisor Wilson for his input.

Supervisor Wilson stated that the area is in Maricopa County and they have looked at it. He commented that he thought there was some truth to the saying that once a line is put down and the longer it is there, the more it becomes law. Supervisor Wilson stated that it is not an issue to Maricopa County to move the alignment as requested by Toyota. He stated that Toyota has been a good neighbor and has been there a long time. Supervisor Wilson stated that the change would not affect the neighbors where the changed alignment would occur.

Chair Hawker asked Mayor Bryant if Buckeye had any concerns for changing the alignment.

Mayor Bryant stated that the change would be a non-issue to Buckeye at this point. He added to be aware of that and move forward would be positive.

Mayor Berman moved a recommendation to (1) accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate-10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue; (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with

unique operating characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and, (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans. Also, to move the alignment of the proposed Hassayampa North-South Freeway on the framework map at least 1.5 miles from the Toyota Test Track. Supervisor Wilson seconded. With no further discussion, the motion passed unanimously.

5. Draft Revised MAG Highway Acceleration Policy

Eric Anderson updated members on the review of the MAG Highway Acceleration Policy. He said that a Working Group of member agency managers met on December 5, 2007 and January 30, 2008 and discussed and recommended revisions to the policy. At the January 30, 2008 meeting, the consensus of the working group was to move forward the draft revised MAG Highway Acceleration Policy for consideration and adoption by the MAG Regional Council.

Mr. Anderson stated that the current MAG Highway Acceleration Policy was adopted in March 2000, which was prior to the Proposition 400 election, the formation of the TPC and the development of the Regional Transportation Plan. He stated that the policy outlines the process for jurisdictions to accelerate projects, ensures local financing provided in a fiscally prudent manner, ensures that other projects are not affected, and that the sharing of interest costs recognizes the benefit of both the local jurisdiction and the region.

Mr. Anderson stated that the Working Group discussed whether the policy should be the same for all highway and freeway projects. They recommended that there be no distinction. The Working Group discussed the form of local commitment that should be in place for MAG to consider an acceleration request. They recommended that there should be a resolution by the sponsoring jurisdiction's Council or Board that they support the acceleration. The Working Group discussed if there should be minimum financial commitment and should the interest sharing be simplified. They recommended a fifty/fifty interest sharing. The Working Group discussed whether there should be a consequence if a "below the line" earmark was used. They recommended, after lengthy discussion, that "below the line" funding would not be allowed.

Mr. Anderson reviewed the recommended changes to the policy, which include improvements and clarifications that bring the policy in line with Proposition 400; all freeway and highway projects; the Transportation Policy Committee as the body that makes recommendations to the MAG Regional Council; a requirement to have a council resolution that shows support for the proposed acceleration before MAG takes action on the request; interest sharing fixed at fifty/fifty; prohibition of "below the line" earmarks; and MAG to be a party to the intergovernmental agreement with ADOT and the local jurisdiction(s).

Chair Hawker thanked Mr. Anderson for his report. He expressed his approval of the conclusions.

Mayor Cavanaugh expressed his agreement with the recommendation and commended the Working Group for their effort. Mayor Cavanaugh commented on item #1, "The Transportation Policy Committee will review any request to accelerate a highway project and will make a recommendation to the MAG Regional Council, which must approve or disapprove the acceleration request. The

jurisdiction or jurisdictions requesting the acceleration (sponsoring jurisdictions) must provide a resolution of support and commitment for the request from the governing body of the jurisdiction before the Transportation Policy Committee and the MAG Regional Council take formal action. in the policy by saying that the most disagreement in the recent issue over the I-10 widening was the resolution.” Mayor Cavanaugh stated that some people thought they were binding, some thought there was a moral obligation, and some thought they were agreements to agree. He stated that he did not think there would be a legal obligation from a resolution.

Mayor Cavanaugh referenced the intergovernmental agreement in item #2, “Subsequent to the approval of the MAG Regional Council, the sponsoring jurisdiction(s) must enter into an agreement with the Arizona Department of Transportation (ADOT) that includes the parameters of the approval from MAG in addition to other terms and conditions required by ADOT. MAG shall be a party to the agreement to ensure it conforms to this policy. The agreement among the sponsoring jurisdiction(s), ADOT and MAG 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.” Mayor Cavanaugh expressed that he thought #2 would satisfy the legal requirements. He suggested that before the TPC and Regional Council see a resolution for acceleration there needs to be a commitment for funding. They have to demonstrate the capability and intent to fund the acceleration; it needs to be budgeted and earmarked. Mayor Cavanaugh stated that he did not think the TPC and Regional Council should vote on an acceleration until there is a definitive commitment. He said that Goodyear’s resolution for the I-10 widening was neither definitive nor conclusive and the failure to do that led to a challenging situation. Mayor Cavanaugh stated that a definitive commitment to fund an acceleration is needed upfront.

Chair Hawker asked Mr. Anderson if the Working Group had discussed what should be encompassed in a resolution to address these concerns. Mr. Anderson replied that there was general discussion, but no specifics. He suggested a change in item #1, sentence two, to say, “The jurisdiction or jurisdictions requesting the acceleration (sponsoring jurisdictions) must provide a resolution of support and demonstration of financial commitment for the request from the governing body of the jurisdiction before the Transportation Policy Committee and the MAG Regional Council take formal action.” That would demonstrate financial capability and intent for the request.

Chair Hawker noted concurrence on this change.

Mayor Cavanaugh moved to recommend the adoption of the draft revised MAG Highway Acceleration Policy, with the change noted to item #1. Councilmember Aames seconded. Chair Hawker asked if there was discussion on the motion.

Supervisor Wilson asked for clarification of what constituted a financial commitment. Mr. Anderson replied that the resolution should indicate a source of financing and intent of the council or board to pay its share of interest expenses as a part of that commitment. He stated that staff could come back under a future agenda item with some guidelines to be used by jurisdictions. Supervisor Wilson expressed that he would support staff bringing guidelines back in writing. Mr. Anderson suggested a form or checklist for resolutions. Chair Hawker noted that if not all of the boxes were checked off for an acceleration request, they could be discussed.

Mayor Lopez Rogers expressed her appreciation to the Working Group of managers for clarifying the policy. She added that this was a significant improvement in the process. She expressed her support for the motion.

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

6. BOAZ Update and Schedule

Mr. Anderson provided an update on the Building a Quality Arizona (BQAZ) planning effort. He stated that there has been great cooperation among the state's Councils of Governments (COGs) and Metropolitan Planning Organizations (MPOs) who have been working together through the COG/MPO Association. Mr. Anderson stated that the COG/MPO Association has also been working cooperatively with the Arizona Department of Transportation (ADOT). He noted that with the assistance of the State Transportation Board, ADOT has kicked off framework studies across the state.

Mr. Anderson stated that a survey of business leaders showed that transportation is an issue important to the Valley. He noted the potential growth in population will greatly impact the transportation system statewide. Mr. Anderson displayed a map of the traffic counts in Arizona in 2005. The second map he displayed showed the demand estimates using the BQAZ sketch planning tool. As an example of the traffic increase, he noted the 2005 traffic count on the segment on I-10 west of SR-51 and Loop 202 was 303,000 vehicles per day; in the 2050 estimate, the same segment is projected at 750,000 vehicles per day, and that is only if there was capacity. Mr. Anderson displayed two maps that showed the volume and the capacity side by side. Mr. Smith stated that these maps were shown at a statewide meeting where it was noted that seasonal traffic, which can be of great impact, was not included on the maps.

Mayor Scruggs asked if any adjustment had been taken for future transit systems. Mr. Anderson replied that these maps were vehicles only and shows the overall demand on roadways. He commented that an implication is that more than just roadways is needed and a significant transit investment will be needed.

Chair Hawker expressed his compliments on the maps, which visually, have great impact and communicate the issue. He added that they make it easy to grasp the situation. Mr. Smith stated that the sketch planning tool was an outgrowth of the Statewide Mobility Reconnaissance Study. He said that never before has there been a modeling tool in Arizona. Mr. Smith added that the results also show impacts from external stations.

Supervisor Wilson stated that prices are lower than they were a few years ago. He asked at what point should projects be accelerated as much as possible because it saves money. Supervisor Wilson added that some freeways/transportation systems are instrumental to the effective operation of others. Mr. Anderson stated that extensive bonding is already built-in to Proposition 400. He said that costs will continue to be an issue. Mr. Anderson stated that the average cost to build one mile of freeway in 1985 was \$40 million; it is \$100 million today. He said that the good news for MAG is that this region has bonding capacity. He added that the other parts of the state do not have that. Supervisor Wilson requested that staff provide updates to the TPC on the cost of borrowing money.

Mr. Anderson then displayed data of statewide travel trends. The chart that showed the number of trips from Phoenix to Flagstaff, Flagstaff to central Yavapai County, Phoenix to central Yavapai County,

Yuma to Phoenix, and Phoenix to Tucson for the years 2005 and 2050. He stated that the process for the statewide plan and Move AZ update is presently being wrapped up.

Mr. Anderson stated that there are questions that need to be answered sooner than later to move toward a statewide vote. (1) What is the revenue source(s)? How much will it raise? (2) If a sales tax is considered, will communities already at nine and ten percent support the tax? (3) Should growth pay its way? If so, will the real estate community support the plan? (4) Currently, approximately 67.6 percent of the sales tax in Arizona is generated in Maricopa County. What is the fair amount for Maricopa County to contribute to areas outside of Maricopa County? (5) Arizona's gas tax is approximately eight cents per gallon below the national average and has not been increased since 1991. With gasoline at \$3 per gallon, is raising the gas tax viable? (6) What improvements will be funded by a statewide source: freeways/highways, freeway/highway maintenance, parkways/expressways not on the state highway system, city/county roads/arterials, local/regional bus service, light rail, commuter rail/high speed rail, bicycle and pedestrian projects, or safety projects? (7) How will major amendments to the plan developed in the framework studies be addressed -- at the state level or the framework/ regional level? (8) What budget mechanism will be used to keep the promised improvements in the plan in balance with costs and revenues and on time? (9) Who will be responsible for approving major cost increases: a statewide body or a regional body? appointed or elected? (10) How will the business community and citizens be involved in the process? (11) Who will be responsible for issuing an annual report? (12) Who will set the priorities? Who will have the responsibility to change the priorities?

Mr. Anderson then reviewed the illustrative plan development timeline, which includes a Regional Transportation Plan cost update, the completion of the framework studies and a needs identification for the existing freeway system and local streets. This would be followed by an illustrative plan scenario development, statewide plan development and coordination and illustrative plan air quality conformity analysis.

Mr. Anderson reviewed the TPC and Regional Council actions in December 2007: (1) That MAG work cooperatively with ADOT and the COG/MPO Association in developing the transportation framework studies that will set the future transportation direction for Arizona. (2) To have MAG work cooperatively with ADOT to provide information that will describe the transportation challenges facing this region, including representative projects that are part of the approved RTP. (3) Assist ADOT in describing future needs as part of the transportation framework studies.

Mr. Anderson stated that ADOT requested that MAG prepare a critical needs list to provide to the Governor by mid-March to gain an idea of the magnitude of need. The critical needs list includes: identifying the impact of cost increases for Proposition 400 freeway plan and acceleration potential; identifying unfunded needs from framework studies to 2030; reviewing input for 2007 Governor's Transit Executive Order; developing a formula to establish funding needs for local streets; and identifying unplanned conceptual projects needed by 2030 with order of magnitude cost estimates for each project. Mr. Anderson advised that the MAG transit framework study has just started. He noted that at each place was the list submitted in response to the Transit Executive Order in 2007. Mr. Anderson stated that in the submission, it was noted that the list had not gone through the MAG approval process.

Chair Hawker asked the role of the TPC in this process. Mr. Smith noted that Mayor Cavanaugh is Co-Chair of the Statewide Policy Committee and Mayor Manross is a member. He indicated that he thought

the heavy lifting would be done by the TPC. Mr. Smith stated that a significant policy question is what portion of the sales tax Maricopa County will share with the rest of the state. He stated that he thought guidance would need to come from the TPC.

Chair Hawker asked if there was an idea of the cost magnitude of this program. Mr. Anderson replied that the concept of a dollar magnitude is one of the unknowns. He said that once the amount of the sales tax is determined, planning for projects could begin. Mr. Anderson added that the illustrative projects could easily total \$100 billion, which would probably not be acceptable to voters. The list would need sorting and prioritization.

Chair Hawker stated that the population, needs and area were known factors when Proposition 400 was drafted. He asked if each county would submit its projects and then look at the dollar figure the tax would raise. Mr. Smith stated that one approach would be to look at the revenue sources that people agree upon, and then calculate how much would stay in the region. The other option would be to compile a list of projects on a statewide basis.

Councilmember Aames asked if the timeframe was to 2050. Mr. Smith replied that one option would be to look to a horizon of 2050. That way facilities are not undersized, and then scale back from there. Mr. Smith stated that another option would be to have a 20-year plan and some of the projects would go into the future. Mr. Anderson noted that planning is difficult when the timeframe of the tax has not yet been established and there are many unknowns.

Mr. Martin expressed concern for the tenor of conversation as to what is theirs and what is ours on the funding side. In previous legislative discussions, success was achieved because it was agreed that transportation was a statewide issue and what is good for Maricopa County is good for the rest of the state. Mr. Martin commented that 67 percent of sales tax comes from Maricopa County, but its residents use the state roadway system throughout the state. He expressed caution for getting into a rut of donor/donee and urged taking the high moral ground and looking at it as a statewide effort.

Supervisor Wilson suggested that miles driven in a county be the basis for distribution. He said that the problem was growing. We are doing a good job, but we are still behind. Supervisor Wilson stated that now is the opportunity that did not exist before to get labor to build roads.

Chair Hawker stated that a lot of the traffic congestion is along the Megapolitan corridor. He suggested that the goal be to eliminate the red lines shown on the map and accomplish mobility in the state.

Supervisor Wilson suggested giving options on different routes to travel and providing this information to drivers could help them avoid congested areas.

Chair Hawker asked how the TPC would input into the process. Mayor Cavanaugh stated that the TPC did its most significant work in 2003 with the Regional Transportation Plan and Proposition 400. He noted that the state's framework studies currently underway do not directly affect Maricopa County or Pima County, and are for areas that do not have regional transportation plans. Mayor Cavanaugh stated that these framework studies will be accomplished in the next 18 months; once done they would be brought together with the MAG and PAG RTPs. He said that the TPC would be integral in this task. Mayor Cavanaugh stated that the critical needs list complicates things because it forces MAG to accelerate decisions earlier than desired, but the Governor wants MAG to respond, so it will. Mayor

Cavanaugh suggested getting the framework studies completed and melded with the RTP. He advised keeping the COGs invested in this effort, which he thought could be achieved.

Councilmember Aames asked if there were critical items that could be addressed such as the funding source to start scheduling sooner. Mr. Smith stated that the schedule in the agenda packet was the staff recommendation for a suggested approach. He stated that staff is requesting guidance from the TPC on the ADOT list. Mr. Smith noted that the region must adhere to the Clean Air Act that says MAG cannot approve any plan, program or project without an air quality analysis. He advised that making a list that is not approved is fraught with difficulty.

Mayor Scruggs asked for clarification of bullet #3 in the ADOT request for critical needs list, review input for 2007 Governor's Transit Executive Order. Mr. Anderson replied that this was drafted last year in response to the Executive Order and included major categories of transit. Mr. Anderson advised that the submission noted that this was a group effort without a lot of technical background. He added that the Transit Framework Study was launched this year to do the professional planning there was not time to do last year. Mr. Anderson reported that in the critical needs list request, ADOT asked if there was anything that should be changed and to submit it in terms of a new request. He advised that this is nearly impossible to accomplish by mid-March and is viewed as a distraction from the planning work being done in the framework studies. Mr. Anderson stated that they could report to ADOT it was the best group effort, but was done with no discussion with transit partners or member agencies.

Mayor Scruggs asked if there were expectations that this funding would go toward operating bus routes to small rural towns in the state. Mr. Anderson replied that MAG was not privy to those discussions. He said that ADOT had recently completed a rural transit needs study that has not yet been released. Mr. Anderson stated there has been discussion of transit in rural areas, but he did not know if that would be a part of the package. He added that the only transit discussion at the statewide level he knew was of commuter rail between this region and Tucson. Mayor Scruggs said she would like to know who is speaking for Maricopa County and thinks there is enough money to do all of these projects?

Mr. Martin stated that staff needs the TPC's guidance on the exchange of information to ADOT. He said that the Legislature requires ADOT to put together a 20-year plan and asked if staff had seen it. Mr. Anderson replied that the ADOT 20-year plan includes the freeway portion of the MAG RTP. Mr. Martin asked if there was anything outside the Proposition 400 plan that could be included in bullet #5 of ADOT's request for critical needs list, identify unplanned conceptual projects needed by 2030 with order of magnitude cost estimates for each project. Mr. Anderson explained that ADOT cannot include anything in its plan that is not in the MAG RTP. He advised that this is according to federal law. He added that bullet #5 refers to projects not in the current RTP, such as the reconstruction of the mini-stack.

Mr. Martin recalled discussion during Proposition 400 when there were more projects than funding. He asked if there were projects outside the plan that were pared down that could be targets for unplanned conceptual projects. Mr. Anderson replied that there are a number of projects. However, the problem is adherence to the Clean Air Act. He explained that MAG cannot give projects to ADOT without air quality conformity analysis and a public process. Mr. Anderson stated that the federal planning process requires MAG adhere to certain guidelines, and MAG cannot turn over a list saying it came from MAG without approval by the Regional Council.

Mr. Martin asked if the Hassayampa Study had undergone a conformity analysis. Mr. Anderson replied that the study had not undergone a conformity analysis. He added that the study was only accepted by MAG, because the corridors in the study were not adopted into the plan. Mr. Martin asked if there was a hybrid that could be provided to the Governor to demonstrate additional cooperation. Mr. Smith stated ADOT has many tools, knows the freeway priorities, and is working on a \$3.6 billion deficit. Mr. Smith stated that MAG would not generate new projects before it knows the cost to accelerate an existing project, such as the I-10 Reliever. Mr. Smith stated that MAG should be looking at the existing plan, making sure it is whole, then accelerating it before looking for new projects.

Mayor Lopez Rogers asked if ADOT was requesting the list from counties or from the COGs/MPOs. Mr. Smith replied that the request was made to the COGs/MPOs. He said that he had found out Wednesday that one MPO received a request for a schedule, list of projects, cost and year, which sounded more like a plan to him. Mayor Lopez Rogers asked if any other areas were in a nonattainment area. Mr. Smith replied that only the MAG region is in a nonattainment area.

Councilmember Aames stated that perhaps the key is the word conceptual and asked if the list needed to be specific. Mr. Smith commented that ADOT wants MAG's blessing on this. A critical needs list that describes MAG's transportation challenges is one type of list, but a specific list is a diversion from the framework studies. Mr. Anderson stated that keeping the list at a program level as Councilmember Aames suggested and used for the transit executive order might be the approach. He stated that there are intuitively obvious projects MAG could identify, but attributing them back to MAG through the critical needs list is a very slippery slope. Mr. Anderson advised that MAG has been cautioned by Federal Highway Administration to follow the federal process or projects could be deemed ineligible for funding.

Councilmember Aames asked if there was a dollar figure for the Transit Executive Order. Mr. Anderson replied that a spreadsheet was available and could be transmitted to members.

Mr. Martin asked what could be done with the bullet points in the critical needs request. Mr. Anderson replied that MAG is currently doing bullet #1, the impact of cost increases for Proposition 400 freeway plan and acceleration potential. Mr. Anderson stated that staff could do bullet #3, review input for 2007 Governor's Transit Executive Order. He advised that accomplishing this by mid-March is problematic if it is to go through the TPC and Regional Council. Mr. Anderson stated that for bullet #4, develop a formula to establish funding needs for local streets, staff could put together an order of magnitude number at the program level. Mr. Anderson stated that bullet #5, identify unplanned conceptual projects needed by 2030 with order of magnitude cost estimates for each project, is problematic because it identifies specific projects. Mr. Smith stated that these could be brought back to the next TPC meeting.

Mayor Cavanaugh commented on not tying MAG's name to a critical needs list and stating that it is not a MAG-approved list. Mayor Cavanaugh stated that MAG will extend assistance when asked, but MAG would regret it if it tied its name to the list.

Councilmember Aames commented that it would be ADOT's and the Governor's list. Mayor Cavanaugh agreed that is how he sees it.

Chair Hawker stated that staff would bring back the information discussed and also explain the concept of why they cannot be more specific due to federal regulations. He commented on fixing the red lines

on the map, which could be done by accelerating Proposition 400, adding capacity, and transit between the MAG region and Tucson.

7. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. Mr. Pryor reported on the federal Energy Independence and Security Act of 2007 that increases the federal share for CMAQ projects to a minimum of 80 percent. He noted that a fact sheet on the act was at each place. Mr. Pryor said that this could negatively impact the region's TIP because some of the CMAQ funded projects are funded fifty percent federal/fifty percent local, and some are funded seventy percent federal/thirty percent local. Mr. Pryor stated that the choices are to fix the legislation or reprogram the 2008 year of the TIP. He noted that the Chicago area might be negatively impacted as well. Mr. Pryor stated that MAG staff and intergovernmental staff are working with Congressional delegates on exemption language.

Mr. Smith noted that the impact could be \$30 million to the region if this is not fixed. He advised that the Congress was trying to help because some regions do not obligate all of their CMAQ funds. Mr. Smith stated that the pave dirt roads program, currently at a fifty percent federal/fifty percent local match, would be impacted. He advised that they need to be protected because they are in the Five Percent Plan for PM-10. Mr. Smith stated that they would be discussing the issue the next day with the National Association of Regional Councils.

Councilmember Aames asked the length of the exemption. Mr. Smith replied that it would be for two years. He added that staff also needs to ensure this is included in reauthorization.

Mr. Pryor then reported on state legislation. He said that Senate Bill 1471 says that ADOT shall issue a request for proposals for the conversion of HOV lanes on SR-51 into high occupancy toll (HOT) lanes and may issue requests for proposals for such conversion in other parts of the state. Mr. Pryor stated that this bill received a do pass yesterday out of the Transportation Committee. He noted that this would be a change to SR-51 that did not go through the MAG process. Mr. Smith noted that HOV lanes are shown to already be at capacity.

Mayor Cavanaugh commented on the three transportation bills passed by the Senate Transportation Committee. He stated that the TPC should be involved at the front end because these are policy decisions and the TPC should be deliberating on them.

There being no further business, the meeting adjourned at 5:50 p.m.

Chair

Secretary

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

DATE:

April 8, 2008

SUBJECT:

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

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007.

Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A. The amendments include adding the noise reduction study at ADOT, repackaging of two City of Tempe projects into one, and adding six Transportation Enhancement Projects that were approved by the ADOT Board in November 2007.

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

PRIOR COMMITTEE ACTIONS:

Management Committee: The Management Committee meets on April 9, 2008. An update of the action taken at Management Committee will be provided at the TPC meeting on April 16, 2008.

Transportation Review Committee (TRC): On March 27, 2008, the TRC unanimously recommended approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, and as appropriate, the Regional Transportation Plan 2007 Update, as shown in the attached tables.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| * Regional Bicycle Task Force: Vacant | * Pedestrian Working Group:
Eric Iwersen, City of Tempe |
| * Street Committee: Darryl Crossman,
Litchfield Park | * ITS Committee: Alan Sanderson |

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

Pedestrian Working Group & the Regional Bicycle Task Force : On March 18, 2008 , the Pedestrian Working Group and Regional Bicycle Task Force Committee recommended approval of project changes to TMP08-602 and TMP07-303.

MEMBERS ATTENDING

- | | |
|--|------------------------------------|
| Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group | Farhad Tavassoli, Goodyear |
| * Bruce Meyers, ADOA Gen. Services | Michael Cartsonis, Litchfield Park |
| * Michael Sanders, ADOT | * Peggy Rubach, Maricopa County |
| Brian Fellows, ADOT | ^ Jim Hash, Mesa |
| Michael Eagan, ASLA, Arizona Chapter | Brandon Forrey, Peoria |
| Margaret Boone-Pixley, Avondale | Katherine Coles, Phoenix |
| Ann Marie Riley for Michael Normand,
Chandler | Briiana Leon, Phoenix |
| Rich Rumer Coalition for AZ Bicyclists | Mike Roche, Queen Creek |
| Mark Smith, El Mirage | Suzanne Day, RPTA |
| * Allan Grover, Glendale | Reed Kempton, Scottsdale |
| | Eric Iwersen, Tempe |
| | Lance Ferrell, Surprise |

*Members neither present nor represented by proxy.

^Attended via audio-conference

CONTACT PERSON:

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

PROJECT CHANGE SHEET
Transportation Policy Committee April 8, 2008

Table A
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-751	ADOT	I-17 at Dove Valley Rd	Advance construct new TI (City Advancement)	2009	0.4	Local Govt	\$ 26,500,000			\$ 26,500,000	Admin Mod: Increase budget by \$9.9 million and defer project from 08 to 09.
DOT08-692	ADOT	MAG Regionwide	Preliminary Engineering (Management Consultant, 30% Plans Design)	2008	n/a	RARF			\$ 23,800,000	\$ 23,800,000	Admin. Mod: Increase budget by \$1.6 million.
DOT08-842	ADOT	MAG Regionwide	Noise reduction Study within Maricopa County	2008	n/a	RARF			\$ 65,000	\$ 65,000	Amend: Create a new noise mitigation study project
TMP08-602	Tempe	College Ave: Superstition Freeway (US 60) to Apache Boulevard	Design and construct pedestrian and bicycle facilities.	2008	2	CMAQ	\$ 951,000	\$ 2,550,000	\$ -	\$ 3,501,000	Admin Mod: Repackage project. Location is expanded, and project total costs increased by \$1,001,000 to include TMP07-303.
TMP07-303	Tempe	College Ave: Alameda Dr to Superstition Fwy	Improve pedestrian facilities (phase 1 of 2)	2008	1	CMAQ	\$ 201,000	\$ 800,000	\$ -	\$ 1,001,000	Amend: Delete project. Repackage with TMP08-602
VMT08-828T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2008	n/a	STP-TEA	\$ 27,412	\$ 45,550	\$ -	\$ 72,962	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT09-807T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2009	n/a	STP-TEA		\$ 208,686	\$ -	\$ 208,686	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT10-811T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2010	n/a	STP-TEA		\$ 149,629	\$ -	\$ 149,629	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT08-829T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2008	n/a	STP-TEA	\$ 31,712	\$ 56,086	\$ -	\$ 87,798	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT09-808T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2009	n/a	STP-TEA		\$ 238,419	\$ -	\$ 238,419	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007
VMT10-812T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2010	n/a	STP-TEA		\$ 180,495	\$ -	\$ 180,495	Amend: ADOT awarded Transportation Enhancement-Round 15 - grant dollars November 2007

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

DATE:

April 8, 2008

SUBJECT:

ADOT Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

SUMMARY:

In December 2006, the MAG Regional Council approved the set of projects to be funded from the Statewide Transportation Acceleration Needs (STAN) Account. ADOT has requested that the funding from the STAN Account be modified slightly to decrease funding by \$1.0 million for the I-10: Sarival Road to Verrado Way project, and increase funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects. It has been determined that the \$1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects. There is no fiscal impact on the MAG Freeway Program. The MAG Transportation Review Committee recommended approval of the project change.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: It has been determined that the \$1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The resources required for the design phase of the projects is consistent with the proposed funding levels.

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

ACTION NEEDED:

Recommend approval of the ADOT request to decrease STAN funding by \$1.0 million for the I-10: Sarival Road to Verrado Way project and increase funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

PRIOR COMMITTEE ACTIONS:

This item is on the April 9, 2008, Management Committee agenda. An update will be provided on action taken by the Committee.

Transportation Review Committee: On March 27, 2008, the MAG Transportation Review Committee recommended approval of the ADOT request to decrease STAN funding by \$1.0 million for the I-10: Sarival Road to Verrado Way project and increase funding by \$500,000 each for the L303: Bell Road crossing and for the L303: Cactus and Waddell Road crossing projects.

MEMBERS ATTENDING

Maricopa County: John Hauskins
ADOT: Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
Gilbert: Tami Ryall
Glendale: Terry Johnson
* Goodyear: Cato Esquivel
* Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Dan Nissen for David Moody
Phoenix: Tom Callow
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Stephanie Wilson for
Randy Overmyer
Tempe: Carlos De Leon
Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Vacant
* Street Committee: Darryl Crossman,
Litchfield Park

* Pedestrian Working Group:
Eric Iwersen, City of Tempe
* ITS Committee: Alan Sanderson

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

CONTACT PERSON:

Eric Anderson, MAG, 602-254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 8, 2008

SUBJECT:

MAG Commuter Rail Strategic Plan

SUMMARY:

Commuter rail service has been discussed as a transportation option in Arizona since the early 1980's. Most recently, the 2003 MAG High Capacity Transit Study analyzed the costs and physical requirements for implementing commuter rail service. The High Capacity Transit Study also identified over 129 miles of potential commuter rail corridors in the region. However, the Regional Transportation Plan (RTP) does not include funding to build and operate commuter rail. The RTP indicates that population densities sufficient to warrant an investment in commuter rail may not occur within the twenty year planning horizon. Recognizing that population expansion may occur at a higher rate than currently projected, the RTP allocates funding to continue developing commuter rail concepts for the region.

MAG launched a commuter rail strategic planning process in February 2007. The purpose of the planning process was to develop an implementation strategy for commuter rail service in Maricopa County and northern Pinal County. The strategic plan builds upon technical information from the High Capacity Transit Study and ongoing passenger rail planning by the Arizona Department of Transportation (ADOT) to provide a framework for implementing commuter rail service in the MAG region.

The planning process was guided by a Commuter Rail Stakeholders Group, which helped develop the project goals and objectives, participated in a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis, and assisted in preparing the commuter rail action plans. The resulting Commuter Rail Strategic Plan establishes an implementation framework that includes the following elements:

- A **Concept System Plan** that defines conceptual operating characteristics for five existing freight rail corridors and five potential new corridors in emerging growth areas.
- Three distinct **Implementation Scenarios** that include a Get Started Scenario for a single corridor, a Starter System for two corridors, and a Regional System Scenario which would implement commuter rail on multiple corridors simultaneously. The draft Strategic Plan includes a review of how each of these scenarios has been employed in other cities across the country.
- Three categories of **Implementation Requirements** that include coordination with railroad companies, governance and administration, and funding options.
- Twelve **Implementation Steps** to coordinate future work to implement commuter rail service in the MAG region:
 1. Ongoing Coordination
 2. Union Pacific Passenger Rail Coordination and Planning
 3. Burlington Northern/santa Fe Railway Passenger Rail Coordination and Planning
 4. Regional Transit Planning
 5. Future Corridor Development Plans
 6. Identify Funding Source Commitment

7. Develop Governance Plan
8. Develop Partnerships with Local Railroads
9. Pass Enabling Legislation
10. Develop Seamless Transit System
11. Achieve Regional Sustainability Goals
12. Identify and Preserve Future Options

The draft Commuter Rail Strategic Plan recognizes ADOT's role in statewide passenger rail planning. In particular, ADOT's upcoming High Speed Passenger Rail Strategic Plan will identify options for intercity rail service between metropolitan Phoenix and metropolitan Tucson. As outlined in Implementation Step #5-Future Corridor Development Plans, future commuter rail studies on Union Pacific corridors will be possible after ADOT defines a preferred route for intercity service between metropolitan Phoenix and metropolitan Tucson.

Implementation Step #3-Burlington Northern Santa Fe Railway Coordination includes a corridor development plan for the Burlington Northern Santa Fe/Grand Avenue Corridor. Proceeding with this study would not identify the corridor as the region's top priority, but would, in conjunction with ADOT's work with Union Pacific, keep both railroads actively engaged in the passenger rail planning process.

A copy of the draft Executive Summary is included with this information summary. The full report is located at the following website location: <http://www.mag.maricopa.gov/project.cms?item=7338>.

PUBLIC INPUT:

A Commuter Rail Stakeholders Group met four times during the course of the project to assess information and to help shape major recommendations. In addition to the four stakeholder meetings, MAG hosted a public meeting on March 6, 2008, to present the draft Strategic Plan and to receive comments. Meeting presentations and summaries are available on the MAG website at the following location: <http://www.mag.maricopa.gov/project.cms?item=7338>.

PROS & CONS:

PROS: The Commuter Rail Strategic Plan defines a regional framework for developing and implementing future commuter rail service.

CONS: Implementation of a commuter rail system will require a new funding source.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Future commuter rail plans and studies would be conducted within the framework of the Commuter Rail Strategic Plan.

POLICY: The draft Strategic Plan provides a policy framework for implementing commuter rail service in the MAG region. In particular, the plan provides three policy options for future consideration: 1) a Get Started Scenario along a single rail corridor; 2) a Starter System Scenario along two rail corridors; and 3) a Regional System Scenario which would focus on implementing commuter rail in multiple corridors simultaneously.

ACTION NEEDED:

Recommendation to accept the findings of the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail, and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary: 1) Ongoing Coordination; 2) Union Pacific

Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning.

PRIOR COMMITTEE ACTIONS:

This item is on the April 9, 2008, Management Committee agenda. An update will be provided on action taken by the Committee.

The project team presented project updates to the MAG Management Committee on November 7, 2007, the Transportation Policy Committee on December 12, 2007, and the Regional Council on December 19, 2007. The Transportation Review Committee recommended to accept the Commuter Rail Strategic Plan and for MAG to proceed with the first four implementation steps identified on page nine of the Executive Summary.

MEMBERS ATTENDING

- Maricopa County: John Hauskins
- ADOT: Floyd Roehrich
- Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
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- * ITS Committee: Alan Sanderson

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

CONTACT PERSON:

Kevin Wallace, MAG Transit Program Manager, (602) 254-6300.

MAG COMMUTER RAIL STRATEGIC PLAN

EXECUTIVE SUMMARY DRAFT FEBRUARY 2008

COMMUTER RAIL STRATEGIC PLAN OVERVIEW

Since the early 1980's, jurisdictions in the Phoenix metropolitan area have considered the possibility of operating passenger rail service on the existing freight rail lines to serve longer trips between activity centers. Although some of these lines were previously used for passenger service, all of the lines in operation today provide freight service. The last passenger rail service in Phoenix was operated by Amtrak and ended service in the mid-1990s. Commuter rail service was also operated for several months from Mesa to downtown Phoenix in 1982 following flooding along the Salt River that destroyed bridges and at-grade roadway crossings.

Over the next twenty-five years, Maricopa and northern Pinal County are projected to nearly double in population, with an anticipated total of 7 million people in 2030. Developing a commuter rail system will provide an alternative transportation mode to meet travel demands resulting from expected growth in Maricopa County and northern Pinal County. This anticipated growth will put additional strain on an already congested transportation system, cause additional air quality concerns, and further challenge transportation funding sources of the region.

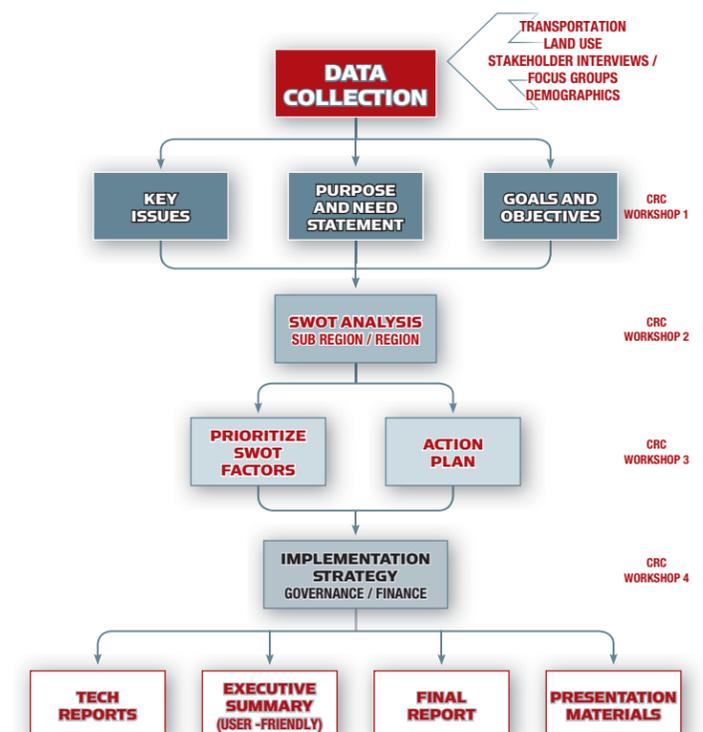
Previous studies including the Maricopa Association of Governments (MAG) High Capacity Transit Study (2003) showed that commuter rail service operating on freight rail lines could offer an alternative transportation mode in congested primary corridors in the region. As part of the overall plan to fund the region's transportation needs over the next 20 years, Proposition 400 was approved by voters in November 2004 and allocated a portion of sales tax revenues to study the options for commuter rail.

The Commuter Rail Strategic Plan was initiated by MAG to define the requirements and steps that will need to be

followed for Maricopa and northern Pinal Counties to plan for and potentially implement commuter rail service. The one-year planning and stakeholder coordination process commenced in February 2007.

Several organizations and groups contributed to the development of the Strategic Plan including MAG, Pinal County, the Arizona Department of Transportation (ADOT), Metro Rail (METRO), the Regional Public Transportation Authority (RPTA) and the Commuter Rail Stakeholders Group (CRSG). The planning process is illustrated in Figure 1.

FIGURE 1: PLANNING PROCESS

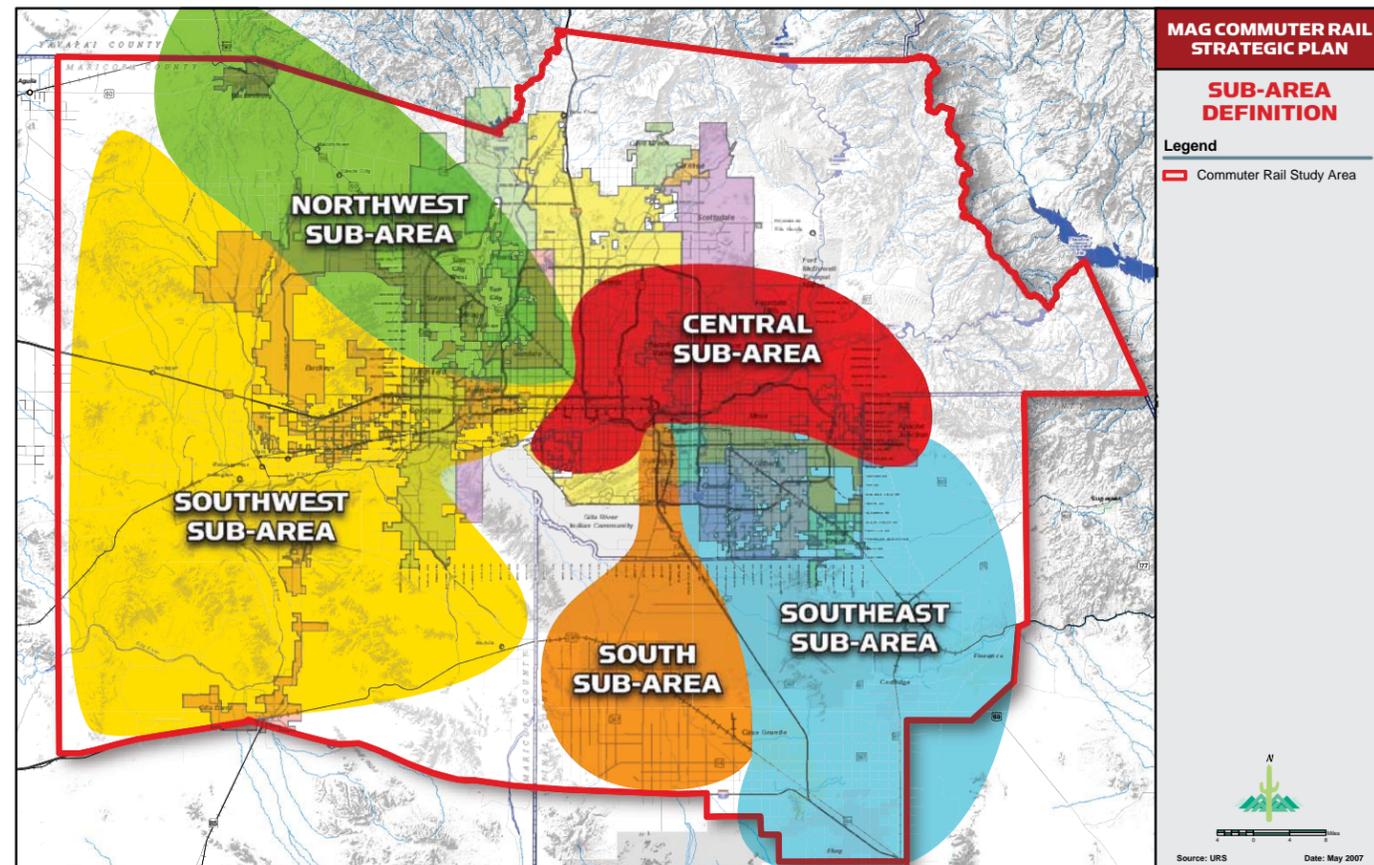


COMMUTER RAIL STAKEHOLDERS GROUP

A Commuter Rail Stakeholders Group (CRSG) was established to comment on, and help shape, major policy recommendations for implementing commuter rail in the study area. The CRSG consists of public and private agencies and entities with interest in determining how to implement Commuter Rail services in the region.

The CRSG met four times throughout the course of the project to assess information and provide input to shape major policy recommendations. In addition, the CRSG helped define smaller geographic study areas to focus stakeholder involvement and create a sense of community building and linkages as part of this regional planning effort. These sub-areas consist of the Southwest, Southeast, Northwest, Central, and South corridors. Figure 2 depicts the location of all five sub-areas. Union Pacific and BNSF Railway both own rail lines in portions of these sub-areas.

FIGURE 2: SUBAREA DEFINITION



NEED FOR COMMUTER RAIL IN MARICOPA AND NORTHERN PINAL COUNTIES

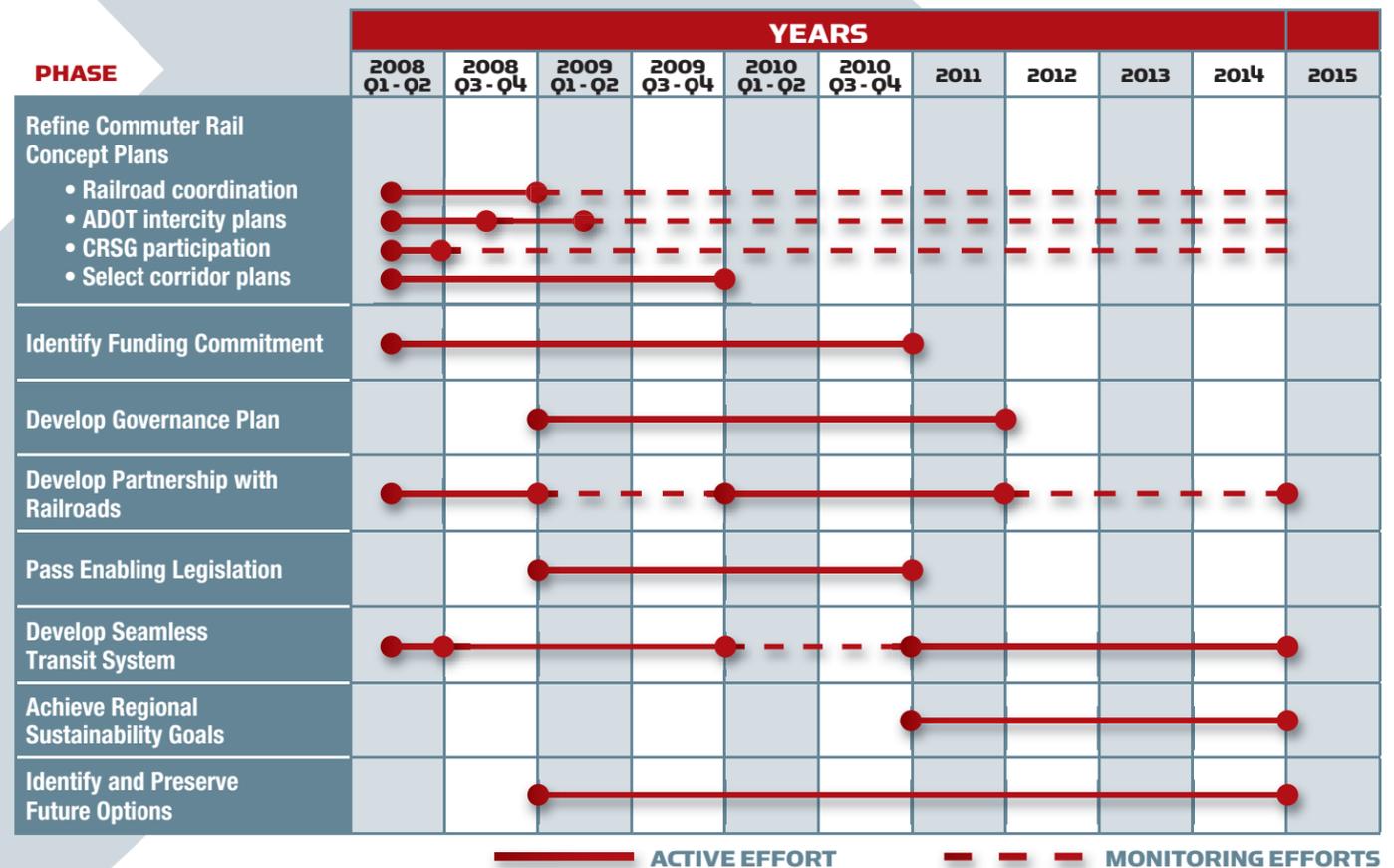
Projected growth in the region combined with fundamental constraints on the ability of highway improvements alone to accommodate this growth have created greater interest in providing travel alternatives to the automobile. As indicated by the passage of Proposition 400, there is a growing public acknowledgement that both highway and transit improvements are needed to address the future demands as part of a "shared solution" to provide for the safe and efficient movement of people and goods within the region. The potential development of a commuter rail system could offer a travel alternative for some congested corridors within the region and could also support economic development in the Phoenix metropolitan area.

Commuter rail can serve high volumes of travelers taking longer trips during rush hour periods. Commuter rail is an important part of the transportation system in many large

ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
11) ACHIEVE REGIONAL SUSTAINABILITY GOALS <ul style="list-style-type: none"> Develop the commuter rail system to reinforce and achieve regional sustainability goals and plans relative to energy and the environment. This will include attention to environmental requirements, land use plans and opportunities, and joint project development. 	Passenger Rail Authority or Joint Powers Authority	MAG CAAG ADOT Railroad Maricopa County Pinal County Local Jurisdictions	2010-2015
12) IDENTIFY AND PRESERVE FUTURE OPTIONS <ul style="list-style-type: none"> Use planning studies to identify and preserve rights-of-way in developing and underdeveloped areas for multimodal transportation corridors to include roadway and rail transit. 	Passenger Rail Authority or Joint Powers Authority	MAG CAAG ADOT Railroad Maricopa County Pinal County Local Jurisdictions	2010-2015

Source: URS, 2008

IMPLEMENTATION STEPS - SCHEDULE



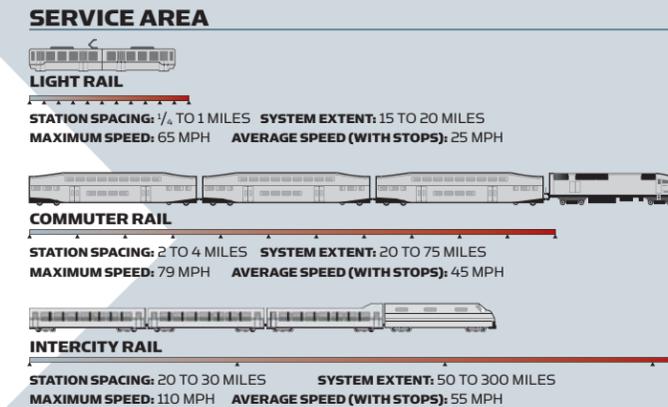
ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
<p>7) DEVELOP GOVERNANCE PLAN</p> <ul style="list-style-type: none"> The number of agencies involved in developing a governance plan may be determined by the geographic area for the proposed service. Agencies within the defined service area should work together to plan and implement a regional commuter rail system. The agencies would maintain their current responsibilities and funding for their current programs but would be jointly charged with implementation of commuter rail in the region. The transportation agencies should agree to implement and administer the commuter rail system by one of a variety of means including: <ul style="list-style-type: none"> A new Passenger Rail Authority (PRA); Designation of one of the agencies as the Passenger Rail Authority; or Establishment of a new Joint Powers Authority (JPA) with a provision for representation appropriate to the corridor or system to be implemented. One potential example of a regional Joint Powers Authority would be through the formation of a multi-county Megapolitan Planning Council. 	MAG CAAG ADOT RPTA METRO	Local Jurisdictions	2009-2011
<p>8) DEVELOP PARTNERSHIPS WITH RAILROADS</p> <ul style="list-style-type: none"> Develop a public/ private Memorandum of Understanding followed by detailed agreements with freight railroad companies to define funding and to implement commuter rail facilities and services that will mutually benefit the public and private sector interests. 	Passenger Rail Authority or Joint Powers Authority	BNSF UP Rail Authority Elected officials Tribal Communities	2009-2011
<p>9) PASS ENABLING LEGISLATION</p> <ul style="list-style-type: none"> Work to pass enabling legislation relative to liability and indemnification to facilitate commuter rail operations in freight rail corridors similar to legislation recently passed in Minnesota, Virginia, New Mexico, and Colorado. 	Passenger Rail Authority or Joint Powers Authority	RPTA METRO ADOT	2010-2011
<p>10) DEVELOP SEAMLESS TRANSIT SYSTEM</p> <ul style="list-style-type: none"> Coordinate joint planning and operations to develop a seamless system of transit services throughout the Maricopa/northern Pinal region. 	Passenger Rail Authority or Joint Powers Authority	RPTA METRO ADOT Existing Transit Providers County Governments Tribal Communities Railroads Major Landowners Business Community	2010-2015

CONTINUED »

western cities such as Los Angeles, San Diego, Albuquerque, and Seattle and will be opening in Salt Lake City in 2008. Commuter rail is also a vital part of the transportation system in many mid-western and eastern cities; serving trips from outlying suburban areas into the center of the region for work, education and other purposes. Working with the highway system, High Occupancy Vehicle facilities and other transit improvements such as Light Rail Transit (LRT), Bus Rapid Transit (BRT) and local bus services, commuter rail can serve the longer trip needs as part of an overall regional transportation network.

Key differences between commuter rail service and other types of rail transit are shown in Figure 3.

FIGURE 3: TRANSIT COMPARISONS



POPULATION GROWTH

Continued urban growth in the outlying areas of Maricopa County and nearby Pinal County will dramatically increase travel demands throughout the region. Maricopa and northern Pinal Counties are projected to more than double in population from the 2005 base of 3.9 million to 7.0 million people in 2030, an increase of 82%.

REGIONAL TRAVEL DEMAND

In many parts of the region, affordable housing is being built farther away from the major employment centers such as Downtown Phoenix, north Central Avenue, the Sky Harbor Airport complex and Tempe/ASU. This results in heavy travel demand that are focused along the major highway corridors of Interstate 10, US 60, Grand Avenue, and State Routes 101 and 202.

TRAFFIC CONGESTION

Today, many of the major highways in the region operate at poor levels of service during peak travel periods. This congestion is expected to worsen over the next 25 years. Travel times are already more than an hour each direction for many commuters, and with frequent incidents, travel times become much longer. The increased demand will further diminish the reliability of the highway system for autos and buses. Commuter rail service could offer higher speeds for trips over 25 miles in length and offer more reliable travel times because trains do not compete with automobile traffic.

EXISTING RAILROAD LINES

Topographic barriers to development of new and expansion of existing transportation facilities exist in the area such as mountains, rivers, and sensitive environmental habitat areas. Jurisdictional boundaries including State and Federal Lands and Indian Reservations also pose challenges in implementing new transportation corridors that require development on new right-of-way. Therefore, consideration of the use of existing freight rail lines for future commuter rail service in partnership with the private railroad companies offers an alternative that may be more quickly implemented.

INTERCITY RAIL SERVICE

The State of Arizona continues to investigate the potential for intercity rail service between Phoenix and Tucson, expanding to other parts of the state over time. Ongoing studies have defined possible facilities and operating strategies that could be used in conjunction with a regional commuter rail system. Cooperative planning and partnership with the freight railroad companies may offer combined benefits for passenger rail services.

COMMUTER RAIL?



Commuter Rail service is typically provided between a central city and adjacent suburbs using railroad passenger cars. Propulsion is either conventional push-pull locomotives or self-propelled diesel multiple unit cars. In push-pull service, the locomotive pulls the train in one direction and pushes the train in the opposite direction.

The commuter coach cars can be either single-level or bi-level in configuration. The number of seated passengers per car ranges from 80 to 150 depending on the configuration of the car.

Maximum train speeds for typical commuter rail cars are between 60 and 80 miles per hour. The train speed varies depending on number of stations, track condition and alignment, and local ordinances. At-grade roadway crossings would be protected by appropriate warning devices and operating procedures.

Stations could be spaced as frequently as every two to four miles, or spaced up to 10 miles apart depending upon travel demands. As a collection point for commuters, parking and bus transfer facilities would be provided. Because these locations could serve as a focal point from which to make connections to other parts of the region, joint development of more intensive land uses could be supported.

BENEFITS OF COMMUTER RAIL

Commuter rail service has the potential to carry a substantial number of passengers during peak periods over longer distances and with reliable travel times other surface transportation modes. These features are important to provide relief to congested travel corridors.

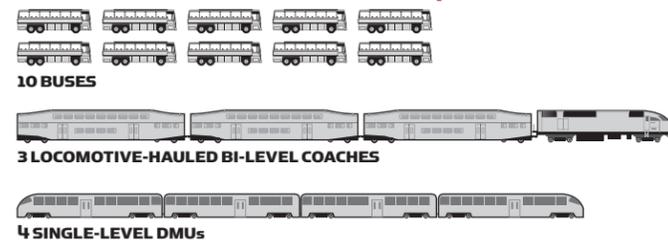
Carry longer trips in congested corridors

Commuter rail is more efficient for longer trips when compared to other modes of travel such as LRT, BRT or by express buses.

Figure 4 illustrates the cost-effective considerations in moving passengers longer distances than smaller transit vehicles.

FIGURE 4: COMMUTER RAIL EFFICIENCY

COMMUTER RAIL IS MORE EFFICIENT FOR LONGER TRIPS TO CARRY 300-400 PASSENGERS REQUIRES:



Offer relief in peak periods

Because commuter rail is separated from the roadway and not impacted by motor vehicle congestion or accidents, it can offer efficient and reliable travel times. Implementation of commuter rail could save travel time and remove automobiles from the highway system, ultimately helping to reduce peak period congestion and helping to improve air quality for the region.

Offer connections to other modes

The implementation of commuter rail can maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways.

Commuter rail could improve travel options available in Pinal County and other developing outlying areas of the state that currently have limited bus, rail, and air service for intercity trips.

Provide Service to Urban Centers

Commuter rail could create social benefits by enhancing and strengthening urban centers. In combination with appropriate local land use policies, the increased accessibility afforded by the commuter rail service could encourage more intensive development and may lead to higher property values around stations.

Support Community and Regional Plans

The implementation of commuter rail in the Maricopa and northern Pinal region is highly compatible with local General Plans for communities along the existing freight lines.

In addition, use of commuter rail could reduce overall automobile vehicle-miles of travel in the region. For each commuter rail car operating at seating capacity, between 9,000 and 10,000 vehicle miles traveled (VMT) could be eliminated each day. Reduced VMT saves energy, air pollutant emissions and can help reduce peak period congestion on parallel highways.

The implementation of commuter rail could decrease emissions by reducing pollution generated by automobile combustion engines. The following graphic illustrates the overall net benefit to regional air quality for commuter rail due to reduction in regional VMT. Three locomotive hauled

STEPS FOR IMPLEMENTATION OF COMMUTER RAIL

ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
1) ON-GOING COORDINATION <ul style="list-style-type: none"> Coordination with freight railroads for improved facilities and freight movement. Coordination with ADOT for intercity passenger service between Phoenix and Tucson. On-going stakeholder involvement as projects are developed. 	MAG CAAG ADOT	BNSF UP METRO RPTA Local Jurisdictions	On-going
2) UNION PACIFIC PASSENGER RAIL COORDINATION & PLANNING <ul style="list-style-type: none"> Continue coordination between ADOT and Union Pacific regarding opportunities for passenger rail service in Arizona. Develop corridor specific recommendations for intercity passenger rail service between Phoenix and Tucson and provide necessary details for implementation. After ADOT selects a preferred route for Phoenix/Tucson passenger rail service, identify opportunities for additional regional commuter rail service along Union Pacific corridors in Maricopa County and northern Pinal County. 	ADOT	MAG CAAG PAG METRO RPTA Local Jurisdictions	2008-2009
3) BURLINGTON NORTHERN/SANTA FE RAILWAY PASSENGER RAIL COORDINATION & PLANNING <ul style="list-style-type: none"> Continue coordination between ADOT and BNSF Railway regarding opportunities for passenger rail service in Arizona. Develop corridor specific recommendations for the BNSF/Grand Avenue Corridor and provide necessary details for implementation. 	MAG	BNSF ADOT METRO RPTA Local Jurisdictions	2008-2009
4) REGIONAL TRANSIT PLANNING <ul style="list-style-type: none"> Develop corridor specific recommendations and provide necessary details for implementation. (e.g., MAG Transit Framework Plan, Pinal County Transit Feasibility Review, High Speed Rail Strategic Plan). 	MAG ADOT Pinal County	Local Jurisdictions RPTA METRO	2008-2009
5) FUTURE CORRIDOR DEVELOPMENT PLANS <ul style="list-style-type: none"> Applicable to the following corridors: UP Sunset Corridor, UP Phoenix Subdivision Chandler Branch, Tempe Industrial Lead, UP-Yuma/West, Copper Basin Railway, Magma Arizona Railroad, and possible extensions. Pending recommendations from current planning studies (e.g., ADOT High Speed Passenger Rail Strategic Plan, METRO Tempe South Alternatives Analysis, etc.), develop corridor specific recommendations and provide necessary details for implementation. 	MAG CAAG	BNSF UP ADOT METRO RPTA Copper Basin Railway Magma Arizona Railroad	2009-2012
6) IDENTIFY FUNDING SOURCE COMMITMENT <ul style="list-style-type: none"> Define new revenue streams that would be dedicated to development and ongoing operation of the commuter rail system. An assured funding commitment will be required to negotiate for trackage rights or right-of-way from the railroads. At the same time it is important to recognize the strong preference to avoid disrupting current programmed projects and funding among the agencies. 	MAG CAAG ADOT Legislature	Local Jurisdictions	2008-2010

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Starter System Scenario

The Starter System would include multiple corridors and could focus on more than one congested corridor and possibly serve outlying Maricopa County and Pinal County. The Starter System scenario benefits would include: relatively low cost of entry and the possibility to upgrade the system over time. Examples of Starter Systems include Salt Lake City Commuter Rail and the Virginia Railway Express commuter rail service that connects the Northern Virginia area with Washington, DC.

Regional System Scenario

The Regional System scenario would focus on implementing commuter rail in multiple corridors simultaneously and could therefore serve more of the region. This scenario would provide the region with several social and environmental benefits including improving transportation mobility, promoting sustainability, and helping to shape regional growth. However due to a complex system with multiple corridors extending throughout the region, this scenario would probably require separate facilities from freight rail, would be more costly, and would be the most complex of the three scenarios in regards to governance, administration, and funding. Examples of Regional Systems include the Metrolink commuter rail in Los Angeles, California and the Denver FasTracks transit expansion program.

SCENARIO	DAILY RIDERSHIP CAPACITY	POTENTIAL ANNUAL VMT SERVED (MILLION PER YEAR)	CONCEPTUAL CAPITAL COST
GET STARTED	10,100	60-65	\$50M - 400M
STARTER SYSTEM	20,200	125-130	\$400M - 800M
REGIONAL SYSTEM	141,000	800-900	\$800M to \$2B

IMPLEMENTATION REQUIREMENTS

To successfully implement and operate a commuter rail system, jurisdictions in the region must address three requirements with a comprehensive approach:

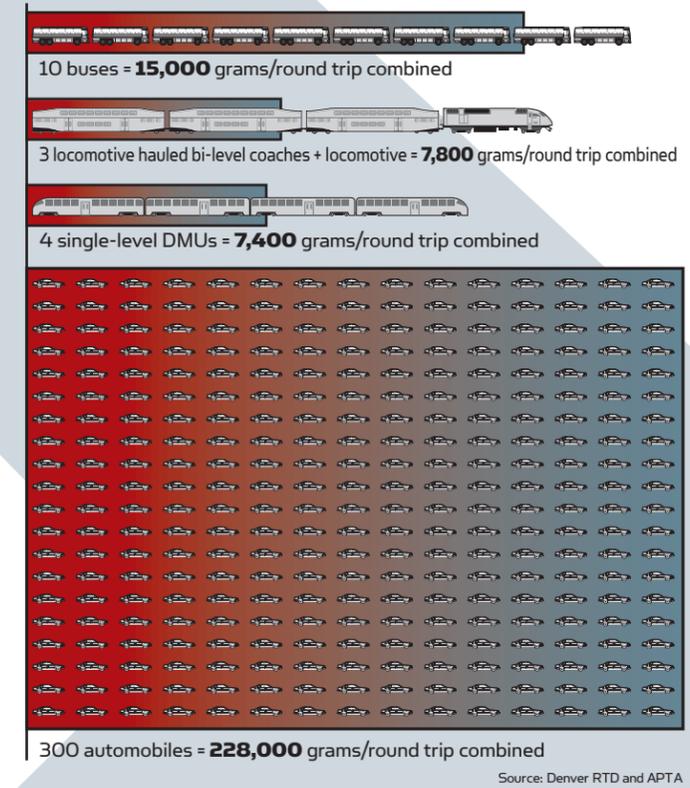
- ➔ **Coordination with Freight Railroad Companies –**
The primary alignments for the commuter rail system would follow existing railroad lines. Development of a strong working relationship with the railroad companies will be critical to successful implementation. It is important to clearly understand the business needs of the private-sector railroad companies to develop agreements to use tracks or to build new ones in the rail right-of-way.
- ➔ **Governance and Administration Options –**
An acceptable plan to govern and administer the commuter rail system will be necessary among the existing regional transportation planning and funding agencies. Current responsibilities must be respected and an acceptable process must be developed to make decisions relative to the commuter rail system. Numerous models from other urban areas can serve as examples.
- ➔ **Funding Options –** Current funding sources are mostly committed to existing transportation programs and projects. Additional sources of funding will be needed to support a commuter rail system. Funding programs for other urban areas can serve as examples for the region.

COMMUTER RAIL SYSTEM IMPLEMENTATION REQUIREMENTS

A coordinated effort by jurisdictions in the region will be needed to implement commuter rail services. Working closely together, jurisdictions will need to carefully develop approaches to partnering with the freight railroad companies, establishing a sustainable funding source and defining a governance and administration mechanism.

Using the goals, objectives and action items identified by the CRSG, the following twelve steps were defined to implement the Commuter Rail Strategic Plan.

bi-level coaches have the same capacity as 300 automobiles, carrying 300-400 passengers, 50 miles round trip. By reducing the number of automobiles, total emissions of PM₁₀, NO_x and CO would be reduced.



COMMUTER RAIL STAKEHOLDERS GROUP PROCESS FINDINGS

The MAG Commuter Rail Strategic Plan process supported outreach efforts of the Commuter Rail Stakeholders Group (CRSG) in regularly scheduled meetings and workshops.

Specifically, the CRSG began their work by analyzing strengths, weaknesses, opportunities, and threat (SWOT) issues by subarea. This analysis examined connectivity, land use, capacity requirements, and other commuter rail related issues from a corridor or localized standpoint. The SWOT analysis also helped to develop project goals and objectives.

Action plans, related to the identified commuter rail goals and objectives we also developed by the CRSG. These action plans were incorporated into the development of

the implementation strategy for commuter rail in Maricopa and Pinal County.

There were several key issues identified throughout the CRSG process. These key issues include:

- ➔ Continued regional growth of population and employment throughout the metropolitan area.
- ➔ Availability of existing railroad alignments in the primary travel corridors.
- ➔ Increase in the cost of fuel and travel.
- ➔ Need for environmental sustainability by reducing air pollutants and usage of natural resources.
- ➔ Need for cooperation between public and private entities. Such as government agencies and private railroad companies.

Using the key issues as a base, the CRSG also identified challenges to implementing commuter rail in the region:

- ➔ Possible conflicts with current and planned freight railroad operations.
- ➔ Rapid development of land uses foreclosing opportunities for alignments and stations.
- ➔ Physical and geographic constraints limit locations for new alignments.
- ➔ Coordination with jurisdictional interests and policies.
- ➔ Availability and competition for regional, state and federal funding and resources.
- ➔ Cost of building and operating a commuter rail system within the context of other planned improvements.

OTHER WESTERN CITIES WITH COMMUTER RAIL

- Albuquerque, NM RailRunner
- Dallas, TX Trinity Railway Express (TRE)
- Los Angeles, CA Metrolink
- San Diego, CA Coaster
- Salt Lake City, UT Front Runner (April 2008)
- San Francisco, CA CALTRAIN
- Seattle, WA Sounder

COMMUTER RAIL STRATEGIC PLAN GOALS AND OBJECTIVES

The following goals were developed by the CRSG and served as guiding principles for the MAG Commuter Rail Strategic Plan.

Goal 1- Employ Commuter Rail to Shape Regional Growth

- Objective 1:** Reinforce multi-centered development
- Objective 2:** Stimulate economic development
- Objective 3:** Spur development in Urban Centers

Goal 2- Improve Transportation Mobility Opportunities by Implementing Commuter Rail

- Objective 1:** Provide multimodal travel options in congested travel corridors
- Objective 2:** Provide peak period alternative mode to help minimize future vehicular congestion
- Objective 3:** Serve regional trips, as well as trips between and within major activity centers
- Objective 4:** Maintain or improve travel times within existing and planned activity centers

Goal 3- Provide a Seamless and Cost Effective Commuter Rail Option

- Objective 1:** Utilize existing land and railroad right-of-way
- Objective 2:** Utilize available as well as new funding sources
- Objective 3:** Minimize capital and operating costs
- Objective 4:** Plan integrated corridors

Goal 4- Promote Sustainability through the Implementation of Commuter Rail

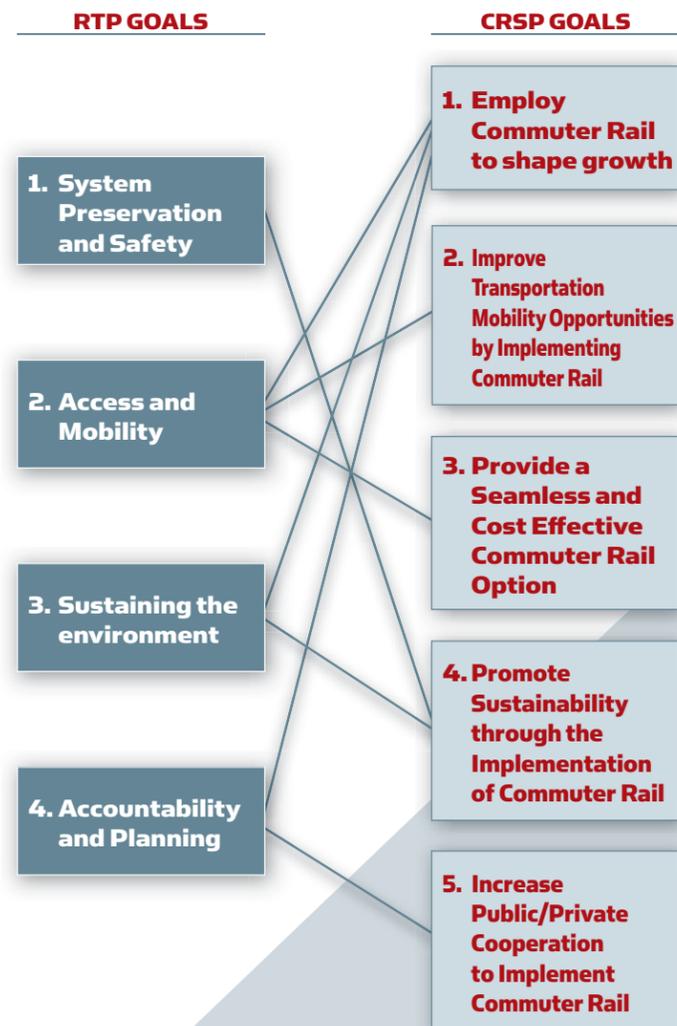
- Objective 1:** Maintain or improve regional air quality
- Objective 2:** Develop transportation projects that help focus developments near activity centers
- Objective 3:** Provide a dependable long-term transportation solution in critical corridors

Goal 5-Increase Public/Private Cooperation to Implement Commuter Rail

- Objective 1:** Foster public/private partnerships
- Objective 2:** Educate and inform the public
- Objective 3:** Provide public and private sector funding options
- Objective 4:** Develop local and regional support for commuter rail

The Commuter Rail Strategic Plan (CRSP) goals were compared to the MAG Regional Transportation Plan to assess consistency. Figure 5 illustrates the comparison and identifies the relationships between the two sets of goals.

FIGURE 5: COMPARISON OF RTP AND CRSP GOALS



COMMUTER RAIL SYSTEM PLAN CONCEPT

The System Plan Concept is oriented around the five freight rail lines that are currently in place in the study area. The system plan is based on the recommendations from the High Capacity Transit Study, (MAG, 2003) and the alignments that were subsequently incorporated into the 2030 RTP vision plan for commuter rail. These corridors are:

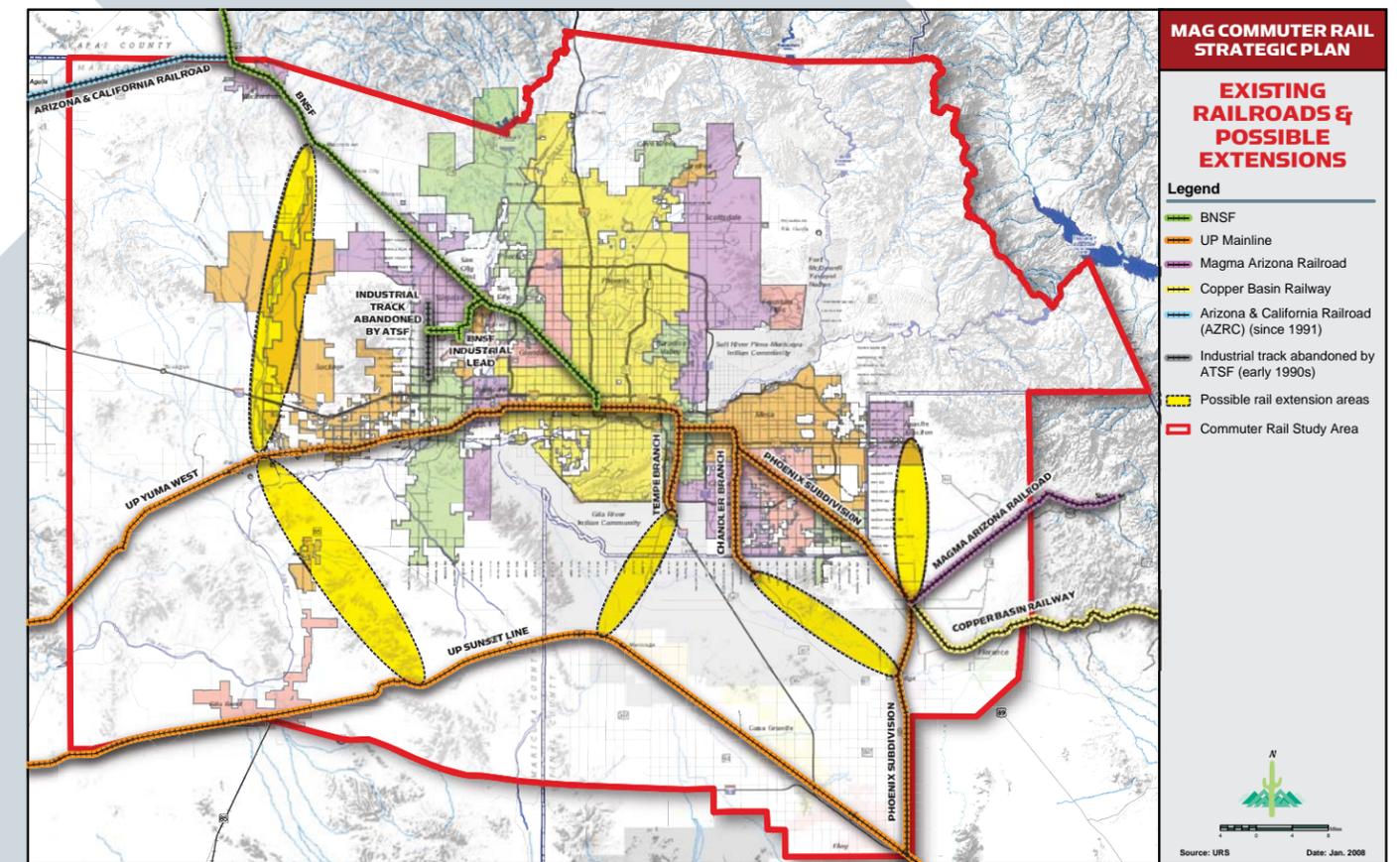
- ➔ BNSF-Grand Avenue
- ➔ UP Mainline-Southeast
- ➔ UP Mainline-Chandler Branch
- ➔ UP Mainline-Tempe Industrial Lead
- ➔ UP Mainline-Yuma/West
- ➔ Possible Extensions/ northern Pinal County

COMMUTER RAIL IMPLEMENTATION SCENARIOS

Three commuter rail implementation scenarios were developed using examples from other commuter rail systems in the United States. The scenarios range from Get Started in a single corridor, to a Starter System in more than one corridor, to a full Regional System with multiple rail lines in operation.

Get Started Scenario

The Get Started scenario would focus on implementing commuter rail in a single congested corridor. The single corridor would provide a local commuter-oriented service and would have several benefits including: less complex coordination with freight railroad companies, potential low cost of entry, and a more simple approach to governance, administration, and funding. Examples of systems with a single corridor include the NorthStar Commuter Rail in Minneapolis and the Trinity Railway Express connecting Dallas to Fort Worth.



April 8, 2008

TO: Members of the Transportation Policy Committee

FROM: Eric Anderson, Transportation Director

SUBJECT: TRANSPORTATION PLANNING UPDATE

For the past three years, MAG has been working collaboratively with the regional planning organizations throughout Arizona to address Arizona's growth and transportation issues. Concurrently, MAG has been working to address high growth areas in the MAG region with the Hassayampa Valley and Hidden Valley Transportation Framework Studies. MAG has also implemented a Transit Framework Study and will be initiating an update of the Regional Transportation Plan. These studies, along with the statewide Transportation Reconnaissance Study, have laid the foundation for a statewide transportation planning effort by the Arizona Department of Transportation. This effort has been named Building a Quality Arizona (BQAZ).

BACKGROUND

In early 2006, MAG initiated the Hassayampa Valley Transportation Framework Study to develop the plan for a transportation system that would support the projected build-out population in the area primarily west of the White Tank Mountains. The Hassayampa Valley Transportation Framework Study represented a new approach to transportation planning that emphasized consensus building around a transportation network that defines future roadway and high capacity transit corridors. A similar approach was launched in early 2007 for the Hidden Valley, which includes southwestern Maricopa County and western Pinal County.

In July 2007, the State Transportation Board provided \$7 million to complete similar transportation framework studies for the rest of Arizona, following the overall approach used in the Hassayampa and Hidden Valley Transportation Framework Studies. The management of the BQAZ process was subsequently assumed by the Arizona Department of Transportation. Upon the completion of the framework studies, ADOT intends to develop a revised Move AZ Statewide Transportation Plan.

At the same time that the framework studies are being conducted, the Governor's Office and a coalition of business interests, the TIME Coalition, have been discussing the content and schedule for a statewide transportation ballot measure. These discussions have included the possibility of a measure on the November 2008 ballot or a possible special election in November of 2009. If a measure is to be on the 2008 ballot, a legislative referendum or an initiative petition is required to place the question on the ballot. The last day for filing an initiative petition, which requires 153,365 signatures, must be submitted to the

Secretary of State by July 3, 2008. Referendums must be placed on a general election ballot, which are held in November of even years. For an off-year ballot measure, for example 2009, the ballot measure has to be in the form of an amendment to the Arizona constitution.

CURRENT STATUS

The Hassayampa VALLEY Transportation Framework was completed in February 2008 and the Hidden Valley Transportation Framework process is about 50 percent complete at this time. ADOT has initiated framework studies for four other regions that will complete the needed statewide frameworks. ADOT expects to have these four studies completed by the end of 2008. From January to April 2009, ADOT will use the information developed in the regional framework studies to create the Statewide Transportation Planning Framework, leading to a revised Move AZ Statewide Transportation Plan.

In addition to the framework studies, ADOT has been compiling a set of critical transportation needs from stakeholders around the state. This information is to be used to estimate the order of magnitude of needs for freeways and highways, transit, and local streets and to identify representative projects in different parts of the state. The information is intended to be used by the Governor and others to make the case for additional transportation funding. The outcomes of the transportation framework studies will supersede the critical needs data for the development of a statewide transportation plan.

The MAG region must comply with the provisions of Section 176 of the Clean Air Act that states that no project, plan or program can be approved in a nonattainment area unless the required air quality conformity analysis has been conducted. Only projects included in the MAG Transportation Improvement Program and the Regional Transportation Plan have been subjected to air quality conformity analysis. To meet the ADOT request for critical needs for the MAG region, the MAG Regional Council instructed MAG staff to work cooperatively with ADOT to provide information that describes the transportation challenges facing this region, including representative projects that are part of the approved Regional Transportation Plan. This input was provided to the ADOT consultant for inclusion in the analysis.

Transit Framework Study: MAG has initiated the Regional Transit Framework Study that will define the long range transit needs and then define the best transit system for the region. The study will look at the integration of the various transit modes into a seamless system that fosters connectivity between activity centers, move toward a more sustainable community, and enable mobility through a variety of transit models that relate to trip purpose and trip length. The study will also provide alternative multimodal scenarios for policy makers to consider. The outcome of the study will also serve as an important component of the statewide transportation planning framework. It is anticipated that the Regional Transit Framework Study will be complete in spring 2009.

Regional Transportation Plan (RTP) Update: ADOT is currently analyzing and documenting cost changes for the freeway component of Proposition 400. Preliminary results from the analysis indicate that freeway program costs have risen substantially from the baseline costs that were used for the RTP in 2003. Nationally, construction costs have risen more than 50 percent over the last three years as a result of global competition for construction materials like Portland cement and steel. Continued increases in oil prices have trickled through the economy, resulting in an increased cost of many other commodities. The

cost of diesel fuel, for example, has risen from an average of \$1.48 in November 2003 when the RTP was approved, to \$3.37 in February 2008. Currently, the average cost is \$3.99. Large increases have also been seen in right-of-way costs, even with the current downturn in the housing market.

The revenue picture is also not very healthy. The latest two months of sales tax revenue collections, December and January, have shown decreases from last year's collections of 7.0 percent and 7.1 percent, respectively. Revenues for the eight months of the fiscal year are 1.9 percent lower than last year and 5.2 percent below the forecast. Given the economic downturn, which may stretch into 2009, the revised sales tax projections that will be made this fall may show substantially lower revenues for the remainder of the tax, which will put additional stress on both the freeway and transit Proposition 400 programs.

Local Street Needs: MAG staff is analyzing data from cities, towns and Maricopa County on the expenditures and sources of funding for local street needs. The Highway User Revenue Fund (HURF) is the primary source of funds to operate and maintain the local street system. The HURF has lost substantial purchasing power since the last fuel tax increase in 1991, which set the rate at 18 cents per gallon. In 1991, overall HURF collections were \$275 per person, but by 2007 this had fallen to \$218 per capita due to inflation and increasing fuel economy. Approximately one-half of HURF is distributed to cities, towns and counties. Since HURF funding has not kept pace, many local jurisdictions are providing general fund revenues to try to cover part of the shortfall. With the recent rapid increases in construction costs, many jurisdictions are now delaying or deleting needed projects because of the lack of adequate funding.

Public Opinion Survey: MAG has initiated a statewide public opinion survey to better understand how transportation issues rank with other public policy issues in Arizona and to gauge the public's sentiment on various options to deal with the shortage of transportation funds statewide. One aspect of the survey will be determining citizens' perspective on election timing for a transportation ballot question in light of the current economic downturn. This effort is beginning with three focus groups that will help shape the survey instrument. A stakeholder meeting with the Transportation Policy Committee is planned for April 16 to review and gather comments and suggestions on the draft survey instrument. This will be followed by the statewide telephone survey, with the results expected in mid-May.

QUESTIONS THAT REMAIN

With the objective of a possible statewide transportation ballot measure in the future, a number of core planning activities and policy questions have to be addressed. In the recent Proposition 400 election in the MAG region, a well-defined and specific plan was developed and presented to the voters. The plan included the description of specific highway, street and transit projects, with estimated budgets and an implementation schedule. In addition, a number of best management practices were incorporated into state law to ensure that priorities, plan changes, cost changes, and other important elements are handled in a transparent, public process. In Pima County, the successful Regional Transportation Authority election in 2006 followed a similar process.

With the successful elections in Maricopa and Pima Counties, a well developed plan with a broad consensus built with the business community and the public at the state level may also be successful. Before an election date is set, a number of questions should be addressed to ensure that the public understands the dimensions of the plan and how the funds will be effectively managed.

- 1) **Economic Conditions:** If voters are going to be asked to invest additional dollars for transportation, the economic environment at the time of the election is critical. Paying for additional road construction at a time when many are struggling to meet rising mortgage costs, decreasing housing values, rising gasoline prices, and lower job creation may result in voters rejecting the measure. The other side of the argument is that in times of economic distress, transportation projects might provide a needed economic stimulus.
- 2) **Revenue Package:** No definitive revenue source or funding package has been discussed publicly. Discussions have included a variety of possible sources, ranging from increasing the state sales tax, fees for new development, transfer taxes, and income taxes, among others. If a sales tax is contemplated, A Statewide policy consideration is that, with the combined sales tax rate for many areas already more than 10 percent, would these areas support increasing the sales tax to an even higher level? Discussions also have included allocating a portion of the future growth of certain revenue sources to transportation. With this approach, if the growth of a tax, such as income tax, is more than three percent for example, then a portion or all of the growth at about that level would be allocated to transportation. Arriving at an agreement of what revenues would be included in this concept and how much of the future revenue growth would be allocated to transportation may be difficult, with the current large budget deficits at the state level and with local governments struggling with lower than anticipated revenues. Furthermore, many of the current taxes are shared with local jurisdictions such as the state income tax, sales tax, and vehicle license tax.
- 3) **Geographic Return:** An important consideration is the geographic return to the different parts of the state. This policy question needs to consider how much of the new transportation revenue would be spent in the MAG region versus the remainder of the state. The MAG region depends on the statewide transportation system for commerce, tourism and recreation, and, therefore, a portion of statewide revenue generated from the MAG region will be used elsewhere to improve the statewide transportation network. Currently, approximately 67.6 percent of the sales tax in Arizona is generated in Maricopa County. What is a fair amount for Maricopa County to contribute for areas outside of Maricopa County?
- 4) **Paying for Growth:** Much of the demand for new and expanded transportation capacity in Arizona is a result of the rapid growth being experienced throughout the state, but especially in the central region. Although local governments levy substantial fees on new development to pay for local streets, water and waste capacity, parks, fire and other areas of public infrastructure, there is no mechanism for these types of fees to be levied for regional and statewide infrastructure. Often, private funding will be used to construct traffic interchanges that are key for accessibility to many

developments, however, no contributions are made for expanding the mainline capacity or to construct new highways and freeways.

The homebuilding community is concerned about the rising level of fees on new development, which are passed on to the home buyer. The Arizona Association of Realtors has initiated a campaign to amend the Arizona Constitution to prohibit the imposition of any real estate transfer tax. The results of various public opinion polls, however, indicate that voters want growth to pay for itself.

- 5) **Fuel Taxes:** With historically high fuel prices, which are expected to increase even more, is raising the fuel tax a viable option? The last increase in the gasoline tax in Arizona was in 1991. The current rate of 18 cents per gallon does not change with the price of fuel. Arizona now ranks near the bottom in fuel tax rates compared to other states. In 1991, the Arizona gasoline tax was about 18 percent of the cost of a gallon of fuel. Today, the tax represents about 6 percent of the cost. If the Arizona gasoline tax rate was allowed to change with the consumer price index, the current rate in Arizona would be about 28 cents per gallon, which would raise an additional \$350 million annually. At this level, the fuel tax would represent about 8.5 percent of the cost per gallon.

In addition, the increasing fuel economy of the fleet has reduced the overall collections per vehicle mile of travel. Consequently, the dollars raised over time have lost significant purchasing power in terms of street construction and maintenance costs. Cities and counties largely depend on this revenue source for basic street maintenance. Rapidly rising material costs over the past four years, combined with the declining value of fuel taxes, have resulted in delayed street maintenance and an increasing use of local general fund revenues for street purposes. The results of various public opinion polls indicate that increasing the fuel tax is not very well supported by the voters.

- 6) Improvements to be Funded: There is no consensus on how the proceeds of a statewide transportation tax would be divided among the various modes of travel such as freeways, local streets, bus transit, rail transit, and nonmotorized forms of travel. Since this is a statewide tax, there are some who believe that the State would determine which projects should be funded. Others have mentioned that the funds should only be used for projects of statewide significance, with little discussion about the criteria that would be used.

How project priorities would be set is also unknown. From a statewide perspective, deciding the priority of projects should be based on a strategic plan for Arizona—including an economic development strategy that recognizes that transportation investments can be used to further the economic well-being of the state. For example, how can investments in transportation infrastructure be made to maximize the economic advantage to Arizona from many of the developments in Mexico including the expansion of the automobile assembly operations in Hermosillo and the proposed \$4.0 billion seaport at Punta Colonet. Is Arizona only going to be a land bridge that only serves to move commerce through the state? Or are there opportunities

to position Arizona as a major logistically hub for staging activities and part manufacturers and suppliers? How do we take advantage of the growing freight congestion in Southern California to create opportunities in Arizona without suffering the same fate?

From the perspective of the MAG region, continued investment in all modes is critical. Rising construction and right-of-way costs will significantly impact ADOT's ability to deliver the full Proposition 400 freeway program without either additional funds or extending to THE program beyond 2025. Based on input received from a number of jurisdictions, the shortfall to build and maintain a quality local street system is large and may be in the order of magnitude of \$9.0 billion.

The first segment of the light rail program is scheduled to open in December 2008. With the demonstrated success of light rail once it is operational, there may be increased public pressure to accelerate and expand the light rail program. MAG has also just initiated the Regional Transit Framework study that will result in additional regional transit needs being identified in early 2009. There is also great regional interest in implementing a commuter rail program. The Governor's Office has discussed implementing passenger rail service between Tucson and Phoenix. This would create the first piece of rail service that would connect the Southeast Valley to downtown Phoenix. This service could be expanded to the Southwest Valley in the Union Pacific corridor and the BNSF corridor to serve the Northwest Valley.

- 7) Program Management: In the MAG region, a number of best management practices have been adopted to ensure that the Proposition 400 program is managed in an effective manner. Many of the management practices were developed during the implementation of the 1985 Proposition 300. Additional elements were added as part of the 2004 Proposition 400. In 1992, the Arizona Legislature passed a bill that required that MAG approve material cost changes to the freeway program. This was expanded to include all components for the Proposition 400 program. The Transportation Policy Committee is now in state statute, with a defined role in the development of the RTP and the implementation of the Proposition 400 program. State law also includes the process of how major amendments to the RTP are handled. Importantly, the life cycle programs that are in place for the freeway, transit, and street components of Proposition 400 are required by state law.

For a statewide program, these types of management practices have not yet been discussed. Importantly, the overall question is: Who is going to be responsible for the management of the program at the state level, or will the funds be distributed to and managed at the regional or local level? This question is critical to address so that regional and local officials, the business community and, importantly, the public, understand how the program is managed and who is accountable for the delivery of the program.

Our region and the state of Arizona are facing tremendous growth challenges and opportunities. How and when we invest in transportation facilities will be essential to our future. Your input into the MAG process is important. If you have any questions, please contact me at the MAG office.

MAG Related Bills

BILL SUMMARY
 (48th Legislature – 2nd Regular Session)
 Updated April 8, 2008

New Bills Noted in **BOLD**

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation; HOV lanes; Hours	SB 1039	Sen. Harper	<p>TRANSPORTATION</p> <p>The times when the use of HOV lanes is restricted to vehicles of 2 or more persons become specified in statute as Monday through Friday, between 5am and 9am and between 3pm and 7pm. Current waivers for alt fuels are unchanged. [Effect is to extend the HOV lanes restriction by one hour in the morning. Current statute does not contain specific hours, leaving ADOT to establish restrictive hours by rule.]</p>	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	Monitor/ Oppose
Transportation; HOV lanes; Hybrids	SB 1041	Sen. Harper	Hybrid vehicles may use the HOV lanes at any time if the vehicle has at least 45% fuel efficiency in combined city-highway fuel economy based on information provided by the federal government. Previously, hybrid vehicles could use the HOV lanes at any time if the federal government allowed it.	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: DP 2/26/08 Rules: PFC 3/10/08 3 rd Read: Passed 3/13/08 House 1 st Read: 3/18/08 2 nd Read: 3/19/08 <u>Committees:</u> Env: 3/18/08 Trans: 3/18/08 Rules: 3/18/08	Oppose

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Roads; ADOT; Private Entity	SB 1042	Sen. Harper	By December 31, 2009, the Arizona Department of Transportation (ADOT) must issue a request for proposals for a private entity to construct a toll road between the intersection of the Loop 303 and 75 th Avenue, and Prescott. Proposals must be submitted by June 30, 2010, and ADOT must award the contract by December 31, 2010. Various restrictions on private toll roads, including the requirement for private roads to be constructed only where reasonable alternative public routes exist, are eliminated.	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	Monitor
Planned Communities; Authority Over Roadways	SB 1058	Sen. Gray C	An HOA has no authority over any roadway, easement or other area owned by, under the legal authority of or dedicated for use by a government entity (regardless of any provision in community documents).	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Gov: 1/14/08 Rules: 1/14/08	Support
Toll Roads; Public Highway Authorities	SB 1027	Sen. Tibshraeny	A strike-everything amendment that authorizes the establishment of Public Highway Authorities to construct, finance, operate and maintain public highways and tollways. (Similar to SB 1420 by the same sponsor.)	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Jud: W/D 2/18/08 Fin: DPA/SE 2/27/08 Rules: PFC 3/03/08 COW: DPA 3/11/08 3 rd Read: Passed 3/13/08 House 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees</u> WM: DPA/SE 4/07/08 Rules:	Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
State Transportation Board	SB 1204	Sens. Hale, Arzberger, Blendu, Landrum Taylor, Miranda, O'Halleran, Rios, Reps. Ableser, Chabin, McClure:	Adds a representative of a tribal government to the state transportation board.	Senate 1 st Read: 1/28/08 2 nd Read: 1/29/08 <u>Committees:</u> Trans: 1/28/08 Rules: 1/28/08	Monitor
Transportation Financing; Revenue Anticipation Bonds	SB 1276	Sen. Huppenthal	The State Transportation Board is authorized to issue revenue anticipation bonds. Issues may not carry maturity dates longer than five years. Of the proceeds, a maximum may be used for the following purposes: \$3 billion for capital improvements in high traffic corridors; \$3 billion for improvements to highways based on how the current traffic load compares with the vehicle capacity of the highway; \$3 billion to municipalities for improvements to streets and intersections; and \$3 billion to mass transit. A final \$8 billion is reserved for grants to persons who submit bids for transportation projects; awards go to projects that anticipate the least cost per passenger mile in amounts capped at \$160 million per project. A Transportation Finance Committee is created to recommend to the Transportation Board the source of taxation to be used to secure the revenue anticipation bonds.	Senate 1 st Read: 1/30/08 2 nd Read: 1/31/08 <u>Committees:</u> Trans: HELD 2/26/08 Fin: W/D 2/13/08 Rules: 1/31/08	Monitor
Transportation Districts; Board Membership	SB 1415	Sens. Rios, Hale, Landrum Taylor, Miranda, Pesquiera; Sens. Aboud, Arzberger	Adds 4 new transportation districts (to 10 from 6) in the state. The new districts are Coconino County, Pinal County, Yavapai County and Yuma County (7-10 respectively). Changes the number and qualifications for members of the Transportation Board.	Senate 1 st Read: 2/05/08 2 nd Read: 2/07/08 <u>Committees:</u> Trans: 2/07/08 Rules: 2/07/08	Monitor/ Oppose

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Roads; Public Highway Authorities	SB 1420	Sen. Tibshraeny	Local governments are authorized to establish public highway authorities to construct toll roads. Authority revenue is not subject to taxation. Authorities may issue bonds and pledge revenues from the tolls to pay the bonds. Boards of directors govern the authorities, and make rules relating to toll collection and enforcement. Toll evasion is subject to a civil penalty of \$10 to \$150. Existing statutes relating to transportation project privatization (Title 28, Chapter 22) are repealed.	Senate 1 st Read: 2/05/08 2 nd Read: 2/07/08 <u>Committees:</u> Trans: DP 2/26/08 Fin: W/D 2/25/08 Rules: PFC 3/10/08 COW: DPA 3/18/08 3 rd Read: Passed 3/20/08 House 1 st Read: 3/25/08 2 nd Read: 3/26/08 <u>Committees:</u> Trans: 3/25/08 Rules: 3/25/08	Monitor
Transportation; Innovation Partnerships Program	SB 1465	Sen. Gould; Sens. Harper, Huppenthal, Verschoor, Reps. Groe, Pearce	Makes several changes to statutes relating to transportation, including allowing for a motor vehicle fuel tax refund for motor vehicle fuel used in a motor vehicle operating on a transportation facility or toll road, repealing statutes relating to transportation project privatization are repealed and requiring the Dept of Transportation to establish the Innovative Partnerships Program for the planning, acquisition, financing, development, design, construction, reconstruction, replacement, improvement, maintenance, management, repair, leasing and operation of transportation projects.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: DPA 2/26/08 App: DP 3/04/08 Rules: PFC 3/10/08 COW: DPA 3/18/08 3 rd Read: Failed 3/20/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
ADOT Continuation; Five Years	SB 1468	Sen. Gould; Rep. Groe, Sen. Harper	Statutory life of the Department of Transportation is extended eight years to July 1, 2016. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: DP 2/12/08 Rules: PFC 2/18/08 COW: DPA 3/03/08 3 rd Read: Passed 3/13/08 House 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> Trans: DP 4/03/08 Rules: 3/20/08	
Department of Transportation; Continuation	SB 1469	Sen. Gould; Rep. Groe	Statutory life of the Department of Transportation is extended ten years to July 1, 2018. A purpose section states four missions of the department. Retroactive to July 1, 2008.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: 2/11/08 Rules: 2/11/08	
HOV Lane Conversion; Toll Lane	SB 1471	Sen. Gould, Rep. Groe	By November 15, 2013, the Dept of Transportation shall issue a request for proposals for the conversion of the HOV lane on State Route 51 into a high occupancy toll lane and may issue a request for proposals for such conversion on any other highway in the state.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: DP 2/19/08 Rules: 2/11/08	Oppose

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Light Rail Performance Audit	SB 1495	Sen. Gorman; Sens. Blendu, Gould, Gray L, Johnson, Biggs, Kavanagh, Nichols, Pearce, Yarbrough	If the portion of the Phoenix Metro light rail system referred to as the “minimum operating segment” is not operational by January 1, 2009, a performance audit shall be ordered conducted by a nationally recognized auditor with expertise in evaluating light rail systems. The audit shall be conducted 12 months after the segment begins operations. The cost of the audit shall be paid from county transportation excise tax revenue.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: DP 2/19/08 Rules: PFC 3/05/08 3 rd Read: Passed 3/13/08 House 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> Trans: HELD 4/03/08 Rules: 3/20/08	Oppose
Public-Private Partnerships in Transportation	SB 1498	Sen. Gorman; Sens. Blendu, Harper	The Dept of Transportation is authorized to use a variety of procurement methods to develop and operate “eligible facilities” (defined). Language exempting leases of facilities related to privatized transportation projects from the sales tax imposed on commercial leases is deleted. Requires 2/3 vote of each house for passage due to increase in state revenue.	Senate 1 st Read: 2/05/08 2 nd Read: 2/12/08 <u>Committees:</u> Trans: DP 2/26/08 Rules: PFC 3/10/08 COW: DPA 3/19/08 3 rd Read: Failed	Monitor
Transportation; F.A.S.T. Lanes	SB 1503	Sen. Gorman, Sen. Blendu, Rep. Nichols	By July 1, 2009, the Dept of Transportation must issue RFPs for a private entity to construct “freeway acceleration and sensible transportation lanes” for which single occupancy vehicle users will be charged a fee. A variable fee shall be charged to “ensure unrestricted access” to the lanes by eligible vehicles, including those with two or more people, buses, EPA certified vehicles, etc.	Senate 1 st Read: 2/05/08 2 nd Read: 2/12/08 <u>Committees:</u> Trans: DP 2/19/08 Rules: 2/12/08	Oppose/ Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
States; Withdrawal; Federal Highway System	SCM 1009	Sen. Gould, Rep. Groe; Sen. Harper	The Legislature represents that the current federal highway system allows the federal government to mandate that states adopt certain policies or risk losing federal highway money, it and further represents that the system is “nearly bankrupt” and monies from the program will “diminish drastically” after 2009. The Legislature therefore urges Congress to enact legislation ending the current federal highway system or allowing states to opt out of the program and maintain their own roads.	Senate 1 st Read: 2/05/08 2 nd Read: 2/12/08 <u>Committees:</u> Trans: DP 2/26/08 Rules: PFC 3/05/08 3 rd Read: Passed 3/13/08 House 1 st Read: 3/27/08 2 nd Read: 3/31/08 <u>Committees:</u> Trans: 3/27/08 Rules: 3/27/08	Support/Monitor
ADOT Rule Revisions	HB 2049	Rep. McClure	Removes the authority of the Department of Transportation to make certain rules, including rules regarding priority programs and revenue bonds. Removes the authority of the director to adopt rules for the expenditure of monies in the state fund.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: DP 2/07/08 Rules: C&P 2/19/08 COW Calendar: DPA 2/28/08 3 rd Read: Passed 3/03/08 Senate 1 st Read: 3/04/08 2 nd Read: 3/06/08 <u>Committees:</u> Trans: DP 3/18/08 Rules: PFC 3/24/08 COW: Retained 4/03/08	Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Road Companies; Headquarters in U.S.	HB 2087	Rep. Biggs; Rep. Murphy, Sen. Johnson	A company with which the Dept of Transportation may contract to build a privately-operated toll road must have its corporate headquarters in the United States.	House 1 st Read: 1/16/08 2 nd Read: 1/17/08 <u>Committees</u> Com: 1/16/08 Trans: 1/16/08 Rules: 1/16/08	Monitor
Transportation Plans; Ballot; Mode Delineation	HB 2092	Reps. Biggs, Murphy, Sen. Gorman; Reps. Barto, Clark, Crump, Groe, Kavanagh, Sen. Johnson	A strike everything amendment to HB 2092 (formerly HB 2091) by inserting language from HB 2091 received DPA/SE from Judiciary on 2/07/08. State or county transportation plans that are submitted for voter approval must appear on the ballot which each mode of transportation and its costs clearly delineated. Voters must be allowed to vote yes or no on each transportation mode separately.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: HELD 1/31/08 Jud: DPA/SE 2/07/08 Rules: C&P 2/26/08 COW Calendar: DPA 2/28/08 3 rd Read: Failed 3/10/08 3 rd Read (Reconsider): Failed 3/17/08	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
<p>Highway Project Advancement Notes</p>	<p>HB 2094</p>	<p>Rep. Biggs</p>	<p>Definition of excise taxes is expanded to include taxes imposed by a county, city or town (formerly, limited to city or town). Definition of highway project is expanded to include a transportation improvement plan of a regional association of governments.</p>	<p>House 1st Read: 1/22/08 2nd Read: 1/23/08 <u>Committees</u> Trans: DP 1/31/08 CMMA: DP 2/12/08 Rules: C&P 2/19/08 3rd Read: Passed 3/18/08</p> <p>Senate 1st Read: 3/19/08 2nd Read: 3/20/08 <u>Committees:</u> Trans: DP 4/01/08 Rules: 3/19/08</p>	<p>Support</p>
<p>Transportation Districts</p>	<p>HB 2133</p>	<p>Rep. Rios</p>	<p>For the purposes of state transportation planning, if a county reaches 500,000 population, it becomes its own transportation district. [Capitol Reports note: currently of the six districts, only Maricopa and Pima counties are single-county districts; the other 13 counties are split among the remaining four districts.]</p>	<p>House 1st Read: 1/22/08 2nd Read: 1/23/08 <u>Committees</u> Trans: DP 2/28/08 WM: W/D 3/03/08 Rules: C&P 3/11/08 3rd Read: Passed 3/18/08</p> <p>Senate 1st Read: 3/19/08 2nd Read: 3/20/08 <u>Committees:</u> Trans: DP 4/01/08 Rules: PFCA 4/07/08</p>	<p>Monitor</p>

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Regional Transportation Authorities	HB 2164	Reps. Prezelski, Farley, Thrasher	A regional transportation authority may be established in any county that is a member of a regional council of governments (formerly, only a county with a population of 400,001- 1 million could establish a regional transportation authority). The executive director of the authority must reside in the geographic boundaries of the authority. If approved by the voters at a countywide election, the authority shall levy and the Dept of Revenue shall collect a transportation excise tax.	House 1 st Read: 1/16/08 2 nd Read: 1/17/08 <u>Committees</u> Trans: 1/16/08 CMMMA: 1/16/08 Rules: 1/16/08	Monitor
Driving on Highways; Speed Limits	HB 2314	Reps. Sinema, Ableser; Reps. Campbell CH, Lopes, Meza	The presumed speed limit on highways outside urban areas (defined as an area with more than 50,000 persons) is reduced to 60 mph from 65 mph, for commercial vehicles, vehicle combinations weighing more than 26,000 pounds, and vehicles pulling a pole trailer that weighs 6,000 or more pounds.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Trans: 1/22/08 Rules: 1/22/08	Oppose/ Monitor
Motor Fuel Taxes; Annual Adjustment	HB 2593	Rep. Prezelski, Farley, Gallardo; Reps. Campbell CH, Lujan, Sinema, Thrasher	Beginning January 1, 2010, motor vehicle fuel taxes and use fuel taxes are adjusted annually by the percentage change in the gross domestic product index factor for Arizona. The fixed 13-cent use fuel tax for vehicles transporting forest products ends on Jan 1, 2010, and is replaced by the adjusted tax rate as provided in this act.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees</u> Trans: 1/29/08 App: 1/29/08 Rules: 1/29/08	Support
Development Fees; Public Transportation	HB 2665	Rep. Farley, Prezelski, Sinema; Reps. Ableser, Gallardo, Ulmer, Sens. Aboud, Aguirre	A municipality or county may assess development fees to offset costs associated with providing public transportation.	House 1 st Read: 2/04/08 2 nd Read: 2/05/08 <u>Committees</u> CMMMA: 2/04/08 Trans: 2/04/08 Rules: 2/04/08	Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Highway User Revenue Fund Uses	HCR 2001	Rep. Campbell CH	The 2008 general election ballot is to carry the question of whether to amend the constitution expand the permitted uses of highway user revenues to include any transportation project (formally only highway and street projects were permitted).	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 CMMA: 1/14/08 Rules: 1/14/08	Monitor
Statewide Transportation Plan; Recommendations	HCR 2016	Rep. Nelson	HCR 2016, pending voter approval, amends the Constitution of Arizona to require ADOT to make recommendations to the Governor and the Legislature for the implementation of a Statewide Transportation Plan. <u>Provisions:</u> - Requires ADOT to make recommendations by January 1, 2009 to the Governor and the Legislature for the implementation of a Statewide Transportation Plan using results from BQAZ. - Requires the Secretary of State to submit the proposition to the voters in the next general election.	House 1 st Read: 2/06/08 2 nd Read: 2/07/08 <u>Committees:</u> CMMA: DPA/SE 3/04/08 Rules: C&P 3/19/08 COW: DPA 3/24/08	

DRAFT

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Air Quality; Violation Reports	HB 2044	Rep. Robson	<p>AIR QUALITY</p> <p>The annual date on which the county or special district officer in charge of enforcing air quality laws must submit a report to the governor and the Legislature regarding entities that have been issued an order of abatement or a renewal of an order is changed to October 1 from December 1.</p>	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Env: 1/14/08 Rules: 1/14/08	Monitor
Incinerators; Municipalities and Counties	HB 2135	Rep. Ableser	Counties and municipalities in air quality Area A (Phoenix metro) and Area B (Tucson metro) must limit the capacity of new incinerators in the jurisdiction and not increase the capacity of any existing incinerator within the jurisdiction.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Env: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor
Land Divisions; Water Requirements	HB 2144	Rep. Ableser	A county or municipality shall not allow land divisions of 5 or fewer lots, tracts, or parcels without a water supply as determined by statute.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> WA: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Emissions Testing; Motorcycles; Area A	HB 2280	Reps. Weiers JP: Reps. McLain, Nichols, Pancrazi	All motorcycles in the state are exempt from vehicle emissions inspection (formerly, only motorcycles in air quality area B – Tucson metro – were exempt). Does not become effective unless the EPA issues a vehicle emissions testing exemption for motorcycles in air quality area A (Phoenix metro) by July 1, 2010.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees:</u> Env: DP 1/30/08 Trans: DP 2/21/08 Rules: C&P 2/26/08 3 rd Read: Passed 3/19/08 Senate 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> NRRRA: DP 4/02/08 Rules: PFC 4/07/08	Monitor
Clean Car Standards; No Idling	HB 2308	Rep. Sinema, Ableser: Reps. Campbell CH, Gallardo, Lopes, Meza, Miranda B	Requires the director of ADEQ to adopt the California Motor Vehicle Emissions Standards for passenger cars, light duty trucks and medium duty passenger vehicles. The Dept may adopt the Zero Emission Vehicle Program Regulations contained in the California Code of Regulations only in air quality area A or B (Phoenix metro and Tucson metro) as necessary to meet applicable air quality standards. The rules shall apply to new vehicles sold in this state beginning in 2009. The director shall adopt by rule standards for commercial vehicles and government fleets designed for a reduction in vehicle idling time of 80% by 2011 and 100% by 2016.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Env: 1/22/08 Trans: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor
Air Quality; Cumulative Modeling	HB 2543	Rep. Sinema, Ableser, Chabin: Reps. Campbell CH, Lopes, Sen. Landrum Taylor	The Dept of Environmental Quality is authorized to require applicants for an air quality permit to include modeling that considers the cumulative impact of particulate matter emissions from sources in proximity to the applicant's source.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees:</u> Env: 1/29/08 Rules: 1/29/08	Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
<p>Vehicle Emissions Testing; Onboard Diagnostics</p>	<p>HB 2725</p>	<p>Rep. Nichols</p>	<p>On request of an owner or operator of a vehicle, a vehicle that would otherwise be subject to an onboard diagnostic check shall be permitted to take a tailpipe emissions test without receiving the onboard diagnostic, and any vehicle that fails an onboard diagnostic check shall immediately be subjected to a tailpipe emissions test.</p>	<p>House 1st Read: 2/06/08 2nd Read: 2/07/08 <u>Committees:</u> Env: DP 2/20/08 Rules: C&P 3/19/08 COW 1: Ret On Cal 3/24/08 COW 2: DPA 3/26/08</p> <p>Senate 1st Read: 3/31/08 2nd Read: 4/01/08 <u>Committees:</u> NRRRA: 3/31/08 Rules: 3/31/08</p>	<p>Monitor</p>

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Deferred Presentment Transactions; Regulations	SB 1239	Sen. Blendu	<p>HUMAN SERVICES</p> <p>Information in the annual license renewal application required to be submitted by payday loan companies (officially termed deferred presentment companies) is expanded to include (for the previous calendar year); the total number and dollar amount of loans, the annual average percentage rate, average dollar amount, average length of terms for loans, total dollar amount of fees collected, the total amount written off, and the total number of customers that entered into more than one loan transaction. The Dept of Financial Institutions is to aggregate the information and report to the Legislature and governor by November 1 every year. Laws authorizing payday loan transaction in the state, due to sunset on July 1, 2010 are extended two years to July 1, 2012. In session law, the Dept of Financial Institutions is to conduct a review by July 1, 2010, of information reported annually by the companies and of comparable loan rates and terms.</p>	<p>Senate 1st Read: 1/29/08 2nd Read: 1/30/08 <u>Committees:</u> FIIR: DP 2/18/08 Rules: PFC 3/10/08 Consent: Object 3/10/08</p>	Monitor
Budget Reconciliation; Health and Welfare	SB 1304	Sen. Burns	<p>An emergency measure resetting the Maricopa and Pima County contributions to the Arizona Long Term Care System (ALTCS) for FY 2007-2008. Suspends expenditures for the General Assistance (GA) Program in the Department of Economic Security (DES) for the remainder of FY 2007-2008 and requires Legislative Council staff to prepare legislation to eliminate the Program beginning FY 2008-2009.</p>	<p>Senate 1st Read: 1/30/08 2nd Read: 1/31/08 <u>Committees:</u> App: DPA/SE: 2/19/08 Rules: 1/31/08</p>	Monitor
Domestic Violence; Definition	SB 1386	Sen. Gray L	<p>Changes the statutory definition of “domestic violence” for purposes of the criminal code to exclude violence between persons residing together as roommates.</p>	<p>Senate 1st Read: 2/05/08 2nd Read: 2/06/08 <u>Committees:</u> PSHS: HELD 2/28/08 Jud: W/D 2/19/08 Rules: 2/05/08</p>	Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Payday Loans; Repeal Termination Date	SB 1492	Sen. Gorman	Sunset of statutory provisions authorizing payday loans (officially called the deferred presentment licensing program) is repeated, make the authorization permanent.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> FIIR: HELD 2/25/08 Rules: 2/11/08	Monitor
Payday Loans; Regulations	HB 2148	Reps. Ableser, Farley: Sen. McCune Davis	Various changes in statute aimed at regulating the payday loan industry, including prohibiting loans of less than \$3,000 unless done through chartered bank or thrift or otherwise permitted by law. Provides for various criminal and civil penalties.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees:</u> FII: 1/22/08 Com: 1/22/08 Rules: 1/22/08	Monitor
Domestic Violence; Dating Relationships	HB 2374	Rep. Hershberger, Sen. Rios	Expands definition of “domestic violence” to include current or previous significant romantic or sexual relationships between the victim and defendant.	House 1 st Read: 1/24/08 2 nd Read: 1/28/08 <u>Committees</u> Jud: 1/24/08 Rules: 1/24/08	Support
Strangulation & Suffocation; Study Committee	HB 2545	Reps. Sinema, Gallardo, Lujan, Schapira: Reps. Ableser, Tobin, Sen. Tibshraeny	The Strangulation and Suffocation Study Committee is established to research strangulation or suffocation in domestic violence situations and make recommendations to improve law enforcement and judicial responses. The committee must submit a report to the Governor and Legislature by December 31, 2008. Session law only; no change to statutes.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees:</u> Jud: 1/29/08 Rules: 1/29/08	Support
Budget Reconciliation; Health and Welfare	HB 2859	Rep. Boone	Dept of Economic Security expenditures for the general assistance program are suspended for the remainder of the fiscal year. Also Maricopa County’s contribution to the Arizona Long Term Care System (ALICS) is increased \$5.5 million to \$41 million. Emergency clause.	House 1 st Read: 2/18/08 2 nd Read: 2/19/08 <u>Committees:</u> App: DPA 2/20/08 Rules: 2/18/08	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Solar Construction Permits	HB 2615	Reps. Mason, Ableser, Reagan	<p>BUILDING CODES</p> <p>Counties and municipalities are required to adopt a set of prescribed standards for issuing permits for the use of certain solar energy devices. Also an 18-member (six are legislators) Local Government Solar Equipment Permit Process Improvement Study Committee is established to study best practices regarding permitting and removal of barriers to the permitting process. A report with recommendations is due to the Legislature and governor by Dec. 31, 2009.</p>	<p>House 1st Read: 2/13/08 2nd Read: 2/14/08 <u>Committees:</u> CMMA: DPA/SE 3/04/08 Rules: C&P 3/11/08 COW: DPA 3/13/08 3rd Read: Passed 3/20/08</p> <p>Senate 1st Read: 3/24/08 2nd Read: 3/25/08 <u>Committees:</u> Gov: DPA 4/07/08 Rules: 3/24/08</p>	Monitor
Omnibus Energy Act of 2008	HB 2766	Rep. Mason; 16 others	<p>Establishes energy efficiency goals for residential and commercial construction, schools and state buildings. The bill also addresses renewable energy goals for public utilities, engine idling, biofuels and other motor fuel emissions.</p>	<p>House 1st Read: 2/13/08 2nd Read: 2/14/08 <u>Committees:</u> WA: DPA 2/21/08 Env: W/D 3/12/08 Rules: C&P 3/19/08 COW: DPA 3/24/08</p> <p>Senate 1st Read: 3/31/08 2nd Read: 4/01/08 <u>Committees:</u> NRRRA: 3/31/08 Rules: 3/31/08</p>	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Prisoners; Incarceration; County Jail	SB 1136	Sens. Chevront, Gray C	<p>MISCELLANEOUS</p> <p>If the length of incarceration in the Dept of Corrections a person will actually serve (the sentence minus time served) is 1 year or less, the person shall serve it in a county jail. The Dept of Corrections shall provide, medical and health services and psychiatric care and treatment only to prisoners incarcerated in the Dept of Corrections.</p>	Senate 1 st Read: 1/23/08 2 nd Read: 1/24/08 <u>Committees:</u> PSHS: 1/24/08 App: 1/24/08 Rules: 1/24/08	Monitor
Centennial Funding; Capitol Renovation	SB 1337	Sen. Flake; 60 others	<p>Reallocates the \$2.5 million appropriated in fiscal 2006-2007 to legislative council as follows: 1) \$2,050,000 to the Historical Advisory Commission; and 2) \$450,000 to legislative council. Emergency clause.</p>	Senate 1 st Read: 1/31/08 2 nd Read: 2/04/08 <u>Committees:</u> App: DP 2/26/08 Rules: PFC 3/03/08 COW 1: Retained 3/11/08 COW 2: DP 3/13/08 3 rd Read: Passed 3/18/08 House 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> App: DPA 4/02/08 Rules: 3/20/08	Monitor

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Public Private Partnerships; Written Agreements	SB 1398	Sens. Johnson, Blendu; Sens. Aboud, Gould, Gray C, Verschoor	Establishes regulations for partnerships between any state department or agency or any political subdivision of this state and a private entity.	Senate 1 st Read: 2/05/08 2 nd Read: 2/06/08 <u>Committees:</u> Gov: DP 2/18/08 Rules: 2/06/08	Monitor
Annexation; Cities and Towns	HB 2051	Rep. McClure	Authority of municipalities to annex territory in an adjacent county is expanded to include territory in more than one county.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> CMMA: 1/14/08 Rules: 1/14/08	Monitor
Emergency Telecommunication s Services	HB 2381	Reps. Weiers, Gray L	The amount permitted to be paid out of the Emergency Telecommunications Services Fund for administrative costs or fees for consultants' services is increased from 3% to 5% of the amount deposited into the fund annually.	House 1 st Read: 1/24/08 2 nd Read: 1/28/08 <u>Committees</u> NRPS: DP 2/06/08 Rules: C&P 3/13/08 3 rd Read: Passed 3/19/08 Senate 1 st Read: 3/20/08 2 nd Read: 3/24/08 <u>Committees:</u> PSHS: 3/24/08 App: 3/24/08 Rules: 3/24/08	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Census; Precinct Line Freeze	HB 2793	Rep. McComish; Rep. Clark	County boards of supervisors are prohibited from changing the boundaries of voting precincts between August 1, 2008 and Jan 1, 2011, except to split a precinct for “administrative purposes” or to provide for more than one polling place within a district.	House 1 st Read: 2/18/08 2 nd Read: 2/18/08 <u>Committees:</u> Jud: DP 3/06/08 Rules: C&P 3/11/08 Senate 1 st Read: 3/19/08 2 nd Read: 3/20/08 <u>Committees:</u> Jud: DP 3/31/08 Rules: PFC 4/07/08	Monitor

Committee Legend:

APP	Appropriations
APP-	Appropriations -
APP-P	Appropriations – Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment
FII	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GR	Government Reform and Govt Finance Accountability
HE	Higher Education

HEA	Health
HS	Human Services
JUD	Judiciary
NRA	Natural Resources and Agriculture
NRRA	Natural Resources and Rural Affairs
NRPS	Natural Resources and Public Safety
PIR	Public Institutions and Retirement
PSHS	Public Safety and Human Services
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WA	Water and Agriculture
WM	Ways and Means
W/D	Withdrawn