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September 15, 2009

TO: Members of the Transportation Policy Committee

FROM: Mayor Marie Lopez Rogers, Avondale, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.
Wednesday, September 23, 2009
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 determined at the first meeting of the Committee, proxies are not allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view is always 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 admission to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

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

c: MAG Regional Council
MAG Management Committee

A Voluntary Association of Local Governments in Maricopa County

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

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
September 23, 2009**

COMMITTEE ACTION REQUESTED

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| <p>1. <u>Call to Order</u></p> | |
| <p>2. <u>Pledge of Allegiance</u></p> | |
| <p>3. <u>Call to the Audience</u></p> <p>An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.</p> | <p>3. Information.</p> |
| <p>4. <u>Approval of Consent Agenda</u></p> <p>Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).</p> | <p>4. Recommend approval of the Consent Agenda.</p> |

ITEMS PROPOSED FOR CONSENT*

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| <p>*4A. <u>Approval of the July 15, 2009, Meeting Minutes</u></p> | <p>4A. Review and approval of the July 15, 2009, meeting minutes.</p> |
| <p>*4B. <u>Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program</u></p> <p>The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program</p> | <p>4B. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and the FY 2010 Arterial Life Cycle Program.</p> |

(ALCP) was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program. The project change requests related to ADOT projects include new sign and pavement preservation projects, and financial adjustments to American Recovery and Reinvestment Act (ARRA) funded projects. The majority of local projects being amended or modified into the FY 2008-2012 TIP are paving dirt road projects. These projects were previously approved by the Regional Council to be amended into a draft TIP. Project changes are needed for local projects in the FY 2010 ALCP to align with the FY 2008-2012 TIP. Due to the timing of producing the FY 2011-2015 TIP, it is necessary to amend/modify the paving and ALCP projects in the current TIP for projects to begin. The Transportation Review Committee recommended approval of the requested changes. This item is on the September 16, 2009, Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*4C. Central Mesa Light Rail Transit Locally Preferred Alternative

On June 17, 2009, the METRO Board of Directors approved a locally preferred alternative (LPA) resulting from the alternatives analysis on the technology and alignment to extend high capacity transit improvements in the Central Mesa corridor. The LPA included a light rail transit (LRT) extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. In addition, METRO also approved forwarding Phase II recommendations to MAG for future funding consideration, which included a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK Bus Rapid Transit to match LRT. The Mesa City Council approved these recommendations on May 18, 2009. The MAG Transportation Review Committee recommended approval. This item is on the September 16, 2009, Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

4C. Recommend approval of the Central Mesa locally preferred alternative as Phase I, which includes light rail transit on a Main Street alignment to the east side of Mesa Drive in accordance with the Regional Transportation Plan (RTP) and the consideration of the Phase II recommendations for future funding consideration as an "illustrative project" in the next RTP update.

*4D. Acceptance of the Interstates 8 and 10-Hidden Valley Transportation Framework Study

As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwestern Maricopa County and western Pinal County. Beginning in May 2007, a consultant team began framework planning efforts for a 3,200 square mile study area bounded by Gila River on the north, SR-87 and Overfield Road on the east in Pinal County, the Tohono O'Odham Indian Community and Barry Goldwater Range on the south, and 459th Avenue on the west in Maricopa County. This study is the second framework effort in the MAG region since the conception of the regional freeway network in 1960 and the Hassayampa Study in 2008, to establish a network of transportation facilities to meet the buildout travel demand. The Transportation Review Committee, MAG Management Committee, Transportation Policy Committee, and MAG Regional Council received a briefing on the project's framework recommendation for the Hidden Valley study area. Acceptance of the study recommendations is requested. This item is on the September 16, 2009, Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

4D. Recommendation to (1) accept the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; (2) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; (3) accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; (4) recommend the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and (5) coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities.

ITEMS PROPOSED TO BE HEARD

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

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The ARRA directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. In February 2009, the MAG Regional Council prioritized Highway projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit

5. Information, discussion and possible recommendation to reprioritize the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate, and recommend additional policy direction for reprogramming unobligated Local ARRA funds due to unmet obligation deadlines or construction bids under estimate.

funds. On March 25, 2009, the MAG Regional Council established a deadline of November 30, 2009, for the ARRA funds designated to the MAG region for local projects to be obligated. It was noted in the action approved by the Regional Council that funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

Subsequent to these actions, MAG staff and member agencies worked together to program all ARRA funds for the region. Per federal regulations, projects are required to undergo a set of federal clearances prior to obligation and advertisement. Bids for initial ARRA funded projects have come in 20 percent to 50 percent below original estimates, and it is anticipated that future bids will follow this trend. This will result in unobligated ARRA funding available for additional projects in Highway, Transit, and Local categories. The September 2009 status report is still undergoing updates and will be sent to committee members prior to the TPC meeting. Policy options for allocation of unused ARRA Highway funds are presented in the attached memorandum and table. This item was on the August agenda of the Transportation Review Committee for information and discussion. This item is on the September 16, 2009, Management Committee agenda. An update will be provided on action taken by the Committee.

6. Building a Quality Arizona Update

The Arizona Department of Transportation (ADOT) has been conducting the Building a Quality Arizona (BQAZ) process throughout Arizona. ADOT representatives will provide an update on these activities and will highlight the statewide recommendations that are related to Maricopa County. It is anticipated that the current MAG planning efforts, including the Regional Transportation Plan and its updates, the Hassayampa Valley, the Hidden Valley, and Regional Transit framework studies will be incorporated into this planning effort. This item is on the September 16, 2009, Management

6. Information and discussion.

Committee agenda for information and discussion.

7. Legislative Update

An update will be provided on legislative issues of interest.

8. Don't Trash Arizona Litter Prevention and Education Update

The Regional Transportation Plan includes \$279 million for the freeway maintenance program, including litter control and prevention. In November 2003, MAG and the Arizona Department of Transportation signed a joint resolution that included a commitment to develop a long-term litter prevention program to help reduce freeway litter and defray pickup costs. The *Don't Trash Arizona* program was implemented in 2006 by MAG in cooperation with the Arizona Department of Transportation.

In September 2008, the MAG Regional Council approved the selection of RIESTER as the consultant to design and implement the FY 2009 Litter Prevention and Education Program in conjunction with MAG. The *Don't Trash Arizona* program recently received a national award for strategic and innovative public relations programs. An update on the program efforts and the findings of a recent evaluation survey will be provided. Please refer to the enclosed material.

9. Request for Future Agenda Items

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

10. Adjournment

7. Information, discussion and possible action.

8. Information and discussion.

9. Information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

July 15, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|--|--|
| Mayor Marie Lopez Rogers, Avondale,
Chair | # Mark Killian, The Killian Company/Sunny
Mesa, Inc. |
| * Mayor Scott Smith, Mesa, Vice Chair | * Mayor Jim Lane, Scottsdale |
| Councilmember Ron Aames, Peoria | Mayor John Lewis, Gilbert |
| Kent Andrews, Salt River Pima-Maricopa
Indian Community | * Mayor Jackie Meck, Buckeye |
| + Councilmember Gail Barney, Queen Creek | Councilwoman Peggy Neely, Phoenix |
| # Stephen Beard, HDR Engineering Inc. | * David Scholl |
| Dave Berry, Swift Transportation | Mayor Elaine Scruggs, Glendale |
| * Jed Billings, FNF Construction | Mayor Lyn Truitt, Surprise |
| Mayor James Cavanaugh, Goodyear | * Supervisor Max W. Wilson, Maricopa County |
| * Mayor Boyd Dunn, Chandler | Felipe Zubia, State Transportation Board |
| * Mayor Hugh Hallman, Tempe | * Vacant, Citizens Transportation Oversight
Committee |
| * Eneas Kane, DMB Associates | |
- * 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 Marie Lopez Rogers at 4:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. Chair Rogers announced that Councilmember Gail Barney was participating by videoconference and Mayor Jim Lane, Steve Beard, and Mark Killian were participating by telephone.

Chair Rogers welcomed new TPC members Phoenix Councilwoman Peggy Neely and Gilbert Mayor John Lewis, who were appointed on June 24, 2009, by the Regional Council.

Chair Rogers noted that items at each place included the material previously transmitted for agenda items #4C and #6, and a bill summary chart for agenda item #8.

3. Call to the Audience

Chair Rogers 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.

Chair Rogers noted that no public comment cards had been received.

4. Approval of Consent Agenda

Chair Rogers stated that agenda items #4A, #4B, and #4C were on the consent agenda. She stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Rogers asked members if they would like to remove any of the consent agenda items or have a presentation. None were noted. Councilmember Neely moved to recommend approval of consent agenda items #4A, #4B, and #4C. Mayor Truitt seconded, and the motion carried unanimously.

4A. Approval of the June 17, 2009, Meeting Minutes

The Transportation Policy Committee, by consent, approved the June 17, 2009, meeting minutes.

4B. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and Material Cost Changes to the ADOT Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, FY 2009 and FY 2010 MAG Unified Planning Work Program and Annual Budget, and material cost changes to the ADOT Program as shown in the attached tables. The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from MAG member agencies to modify projects in the program. To move forward with project implementation for FY 2010, ADOT has requested a number of financial, project description, and schedule changes. The Fort McDowell Yavapai Nation, Town of Fountain Hills, and City of Scottsdale have submitted requests for programming American Recovery and Reinvestment Act (ARRA) funds in their communities. Valley Metro has requested administrative modifications related to four repayment projects. Project changes related to the federal fiscal year (FFY) 2009 MAG Final Closeout were also included. In addition, the enclosed table annotates the material cost changes related to cost increases to the ADOT Program. The Transportation Review Committee and the Management

Committee recommended approval. The Fort McDowell request to move their ARRA funds to the Maricopa County ARRA project was heard for the first time at the TPC.

4C. Update on the American Recovery and Reinvestment Act of 2009: Arizona Department of Transportation (ADOT) Portion, MAG Sub-Allocation, Transportation Enhancement Portion, and MAG Region Transit Funds

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to both highway and transit agencies in states and metropolitan planning organizations. On March 25, 2009, the MAG Regional Council approved the necessary Transportation Improvement Program (TIP) project changes for ADOT-led freeway projects and MAG regional transit projects that are programmed with ARRA funds. On April 22, 2009, the MAG Regional Council approved the necessary TIP project changes for the majority of the local projects funded with ARRA funds. The Report provided project development for the MAG sub-allocated transportation ARRA funds, the status of the highway and transit funded ARRA projects, and any new developments. This item was on the agenda for information and discussion.

5. Transportation Public Involvement Report

Dennis Smith, MAG Executive Director, noted that the Transportation Public Involvement report is traditionally produced in conjunction with the updates to the Transportation Improvement Program and the Regional Transportation Plan, however, the report was being given to members to update them on public involvement efforts during the past year.

Jason Stephens, MAG Public Involvement Planner, provided an update of MAG's transportation public involvement efforts for FY 2009. He noted that the information he would present was included in the FY 2009 Transportation Public Involvement Report.

Mr. Stephens noted that as a result of SAFETEA-LU federal guidelines, MAG revised its existing public involvement plan and adopted a new Public Participation Plan in December 2006, which includes a four-phase public input process that is tied to the planning and programming process. Mr. Stephens stated that changes in the planning and programming cycles result in changes to the public involvement phases. He reported that due to a variety of factors, these cycles have changed for FY 2009 and may not follow the phases outlined in the adopted MAG Public Participation Plan, however, MAG continued to conduct a proactive, inclusive public outreach process and will look to update its Public Participation Plan to reflect any changes as new cycles are determined.

Mr. Stephens stated that MAG participated in a number of events during FY 2009. He said that MAG staff hosted booths, gathered input and distributed information to event goers. Mr. Stephens stated that MAG partnered with ADOT, Valley Metro, METRO and the City of Phoenix public transit department where possible. He noted that MAG held a Transportation Public Hearing where a court reporter took down comments verbatim and this transcript is included in the Transportation

Public Involvement Report. Mr. Stephens stated that these comments received formal staff responses, which are also included in the Report.

Mr. Stephens reported that MAG, along with Valley Metro, gave a number of presentations to disability groups around the Valley to help those with disabilities understand the planning process and give them tools to navigate the transportation system. He commented that in several instances, MAG and Valley Metro went back to organizations with an actual bus to assist these groups in learning how to utilize the transit system, including how to board, how to purchase tickets, how to utilize their ADA eligibility card, and what to expect when traveling by bus or rail. Mr. Stephens noted that MAG also helped arrange meetings between transit agencies and disability groups to streamline the ADA application process.

Mr. Stephens displayed a sample of the comments received and noted that a more extensive listing was in the report. He said that many comments were transit related, especially questions relating to the new light rail system. Mr. Stephens advised that all of the comments made during the presentations or at events were responded to at the event/presentation or afterward via e-mail, telephone or written correspondence. Chair Rogers thanked Mr. Stephens for his report. No questions for Mr. Stephens were noted.

6. Transportation Planning Update - Proposition 400 Regional Freeway Program

Mr. Smith stated that in June, the Transportation Policy Committee (TPC) received an update on a tentative scenario to address the funding gap in the Regional Freeway Program. He noted that MAG staff has offered assistance to jurisdictions if needed, and the City of Goodyear requested a meeting regarding the Loop 303/I-10 interchange. Mr. Smith added that MAG also received a request to document the rationale behind the recommendations in order that elected officials would be able to respond to questions. He stated that concerns have been expressed regarding taking action tonight, and staff could make a presentation if the Chair so wished. Chair Rogers asked members if they had any questions.

Councilwoman Neely stated that MAG is facing a difficult decision to re-balance the freeway portion of the life cycle program, and the results of this decision will be incorporated into the update of the MAG Regional Transportation Plan and the Transportation Improvement Program. Councilwoman Neely stated that this decision is especially difficult due the uncertainty in the economy, which affects the revenue and cost estimates underlying the tentative scenario. She stated that MAG staff has prepared a great amount of information to assist in the decision making, and she believed that more time was needed to review and discuss this information with member agency staff before a decision is made.

Councilwoman Neely moved to recommend that information provided by the MAG staff be reviewed by the Transportation Policy Committee today for information and discussion only and that the information be further analyzed by the member agency staff and that a discussion be held regarding this information by the MAG Management Committee and that a decision on this

information be tabled for 90 days and be considered at the October 21, 2009 Transportation Policy Committee meeting. Mayor Scruggs seconded.

Chair Rogers asked members if they had any questions or discussion of the motion.

Mr. Killian asked if there would be negative impacts if the decisions were delayed 90 days. Eric Anderson, MAG Transportation Director, replied that they looked at the implications and found that a 90-day continuance could be accommodated without too much trouble. He explained that if the recommendation was made in October, the changes could be incorporated into the TIP and Plan and sent back to the Management Committee, Transportation Policy Committee, and Regional Council in January 2010. Mr. Killian indicated that he was all right with the motion.

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

Bob Hazlett, MAG Senior Engineer, provided a presentation to the TPC on the tentative scenario. He noted that a copy of the document had been provided earlier and a copy was at each place, as well as on tables on each side of the room. Mr. Hazlett stated that the tentative scenario was still in draft form and they are still looking at strategies and options. He said that they hope to use this 90-day period to finalize the document, and he noted that MAG staff would like to meet with any community to review the tentative scenario in detail. Mr. Hazlett welcomed questions as he proceeded with his presentation.

Mr. Hazlett explained the document that includes a 30-page summary and the items and options they considered when making the recommendations, the tables that were presented to the TPC last month that showed the RTP projects by corridor and by phase, more detailed maps, and the presentation from the June TPC meeting. He noted that he would be referring to Table One in his presentation tonight, which includes a summary of the cost opinion and the four principles: management strategies, value engineering, deferrals, and stay the course changes.

Mr. Hazlett began his presentation about the summary report by highlighting Table Two that summarizes five significant projects identified by ADOT and their construction costs. He stated that overall, the project bids are about 26 percent of the cost identified in the program amount. He said that taking the 26 percent they asked what made sense in terms of an overall reduction because most of the construction, commodity, labor and right of way costs in the plan were taken when prices were at the highest point. Mr. Hazlett stated that in working with ADOT, the recommendation was to take a 10 percent reduction in construction costs. He presented Table Three from the summary report that showed how the ten percent construction cost reduction resulted in \$234 million in cost savings. Mr. Hazlett stated that right now, costs are low, but there is no guarantee that will continue for the 15 to 20 years of the RTP, and it made sense to use a 10 percent reduction and not a 26 percent reduction. Mr. Hazlett commented that the recession is temporary and when the economy recovers, costs will increase.

Mr. Anderson noted that the Bureau of Labor Statistics had just released its index for construction materials and nationally, costs have increased five percent since January. He advised that this increase is largely attributed to oil prices.

Councilmember Aames stated that a ten percent reduction is being used and the reduction is actually 26 percent, and he asked how the costs would be adjusted if the reduction stays at 20 percent for a number of years. Mr. Hazlett replied that would probably affect deferral projects and a number of them could be brought back into the program. He stated that the deferred projects would not be taken out of the program because the need is still there, but if the cost reductions stay within the 20 percent range and additional cost savings are found, the deferred projects could be brought back into the program. Mr. Hazlett noted that he had drafted a concept for a deferral policy that the TPC and Regional Council might want to consider at some point.

Mr. Killian asked Mr. Anderson to clarify the cost increase amount. Mr. Anderson replied that the cost inputs for highway and street construction have increased five percent this year (January to June) after decreasing in 2008, largely driven by the rebound in fuel prices.

Mr. Killian asked why the program would have to pick up the costs of the contractors. He said there is not a lot of work out there and we can go to more bidders on those projects and keep the cost down. Mr. Killian spoke about Mr. Zuckerman's column in the July 14 Wall Street Journal expressing concern that the recession will lead to a depression. He commented that with an unemployment rate of 16 percent to 18 percent, he did not foresee sufficient revenue coming in to do these projects. Mr. Killian stated that any work is better than no work and perhaps the contractors need to go back and sharpen their pencils. He expressed that he could not accept a five percent increase in road construction costs in this economy.

Mr. Smith reported on recent discussions regarding the \$760 million cost of the Loop 303/I-10 interchange. He stated that the City of Goodyear requested a meeting and brought in the developers who had done their planning around this interchange. Mr. Smith stated that at the meeting, the developers asked questions of MAG and ADOT and various scenarios to reduce the cost of the interchange were discussed. Mr. Smith stated that the current assumptions underlying the cost of the current design were reexamined. He said that the right of way cost was one issue plaguing the developers, who asked how it could be \$250 million when they have already donated most of it. Mr. Smith stated that ADOT reexamined the right of way cost, which was then adjusted to \$150 million – a savings of \$100 million. He also mentioned that lower commodity and construction prices resulted in a revised cost of about \$518 million, and current market conditions could further reduce the cost to \$400 million.

Mr. Smith stated that this led to concern about the other assumptions used in the information already presented to the TPC and that is why the caveat was included in the action to come back after the numbers were scrubbed down to make the best decision possible. He noted that conditions are too volatile right now to make long term decisions. Mr. Smith stated that firms are shutting their doors and the work needs to get out now because this is the best market we will ever experience.

Mr. Killian asked what happens if the revenue falls further and the contracts have already been signed. Mr. Anderson replied that when a construction contract is signed, ADOT ensures that the money is in the bank to pay for that contract. He added that if revenue continues to fall, projects would be delayed.

Mr. Smith stated that because they are near-term, the Loop 303, the Loop 303/I-10 interchange and the Northern Parkway projects will benefit from the current market conditions.

Mr. Anderson advised that staff is discussing with ADOT ways to expedite delivery of construction projects using either the construction manager at risk or design build concepts to take advantage of the opportune market. He commented that he did not know how long the window of opportunity would be open – the economy could turn around and the construction community could become busy – but if there is a depression, we could see many building companies closing and the bidding pool could become smaller. Mr. Anderson indicated that the contracting community is extremely hungry right now and he has a number of friends who own construction companies who are aggressively bidding jobs and are basically doing jobs on time and materials, which cannot continue for long. Mr. Anderson commented that we need to take advantage of the market and get projects out the door.

Mr. Killian asked the region had received any stimulus funds to help with these projects. Mr. Anderson replied that MAG received approximately \$130 million in stimulus funds for highway projects, however, this was offset by the loss of \$94 million that reverted to the general fund due to the Legislature, leaving a net gain of \$36 million.

Councilmember Aames asked how the value engineering component works in the discussion. He commented that once a decision is made on a particular design, you would not revert to the former design. Mr. Hazlett stated that there are two types of value engineering done on each project – value engineering at the planning level (alternate access, traffic geometries, and alignments) and value engineering by ADOT on each project before it goes to bid to determine if there is a more economical solution. Mr. Hazlett advised that with the Loop 303/I-10 interchange, the large scale value engineering has been completed and we are now ready to move to the ADOT value engineering to save costs.

Councilmember Aames asked if we are assuming this is value engineering and not a lesser design. Mr. Hazlett replied that was correct. He said they want to ensure traffic demand is accommodated but perhaps save some dollars, build more projects and defer fewer projects to Phase Five.

Councilmember Aames commented that this type of value engineering should be a process independent of the recession. Mr. Hazlett replied that this is built into the ADOT system to ensure the best return on the investment. Councilmember Aames commented that if there had not been a recession the Loop 303/I-10 interchange would have been built to the larger design, but with the recession, the discussion is to build a different design. Mr. Hazlett replied that when he presents that interchange later in his report, people will be surprised to see the design has not changed.

Mr. Berry stated that Mr. Killian's comments addressed the same questions he had. He said that he thought it would be wise to effectively communicate to the citizens of Maricopa County that we are good stewards of their money and are driving the hardest and best bargain on projects to do more with less money.

Mayor Scruggs stated that current bids are coming in about 26 percent lower and certain materials are increasing five percent nationally. She asked whether there was an opportunity to apply graduated decreases rather than apply ten percent to the entire program from now until the end. Mayor Scruggs indicated that she realized it would not be best to apply 26 percent, but she felt opportunities might be missed by not applying the information we have to the deficit. She asked if this had been considered, and why not, or if it could be in the 90-day period. Mr. Anderson replied that was an excellent suggestion and noted that the reductions would be larger in the earlier projects and it could make a big difference.

Mayor Scruggs commented that she was not thinking to keep it at 15 percent for ten years out, but even if 26 percent or 20 percent was applied in a three to five year timeframe, it seemed it would have to make a difference. Mr. Hazlett replied that Phase Two (FY 2011-2015), without the tentative scenario applied, is where the majority of construction occurs. He said that was something they could look at. Mr. Anderson added that it would also apply to right of way. Mayor Scruggs expressed her appreciation for the willingness to look at that, and added that she was not expecting a 26 percent increase for five years.

Mr. Hazlett spoke about right of way contingency and said that in the last year there has not been a full appraisal on the right of way needed for the program because the market has been so volatile. As part of the tentative scenario and to be conservative, they chose to focus on the right of way contingency that ADOT applies to all right of way estimates. Mr. Hazlett explained that when ADOT does its right of way appraisals, it adds a contingency. Beginning in 2005, ADOT increased the amount of this contingency from 40 percent to 50 percent. Mr. Hazlett noted that the contingency is to accommodate relocations, lawsuits, and administrative costs relevant to right of way acquisition. He indicated that because the situation with real estate costs is not the same as in 2005, 2006, and 2007, staff requested that ADOT return the contingency to 40 percent, which results in a seven percent reduction in right of way costs. Mr. Hazlett pointed out that other savings are possible from future appraisals and estimates. He noted how the cost for right of way on the Loop 303/I-10 interchange was \$250 million and is now \$150 million. Mr. Hazlett stated that it is important to remember that the tentative scenario covers a 15 to 20 year horizon and to not set expectations too high on right of way and that is why a seven percent reduction in right of way was shown.

Chair Rogers asked how ADOT arrived at the 50 percent contingency. She said that the amount seemed high. Mr. Hazlett replied that he understood the amount was based on ADOT's experience on right of way purchases. He said that ADOT went to the 50 percent due to the real estate boom in order to ensure they would not be caught short. Mr. Hazlett offered to get more information on this from ADOT.

Chair Rogers asked if the same 90-day caveat should be applied to contingency to see if it could be reduced even more. Mr. Anderson responded that a large part of contingency covers the additional cost of condemnation, demolition, and property management. He said that the contingency factor covers uncertainty in the appraisal price and he noted that the condemnation value rolls forward to when the condemnation suit is filed so the date of value changes. Mr. Anderson stated that there may be fewer condemnations and this could lower the need for contingency. He indicated that staff could look at this.

Mr. Hazlett continued the presentation by addressing systemwide costs. He said that the RTP identified costs of \$987 million to be used for administering the freeway/highway program, freeway management system, continuing maintenance, noise mitigation, right of way administration, design costs, and minor projects that might be needed. Mr. Hazlett stated that ADOT has identified these costs for a total of \$1.5 billion and MAG staff requested ADOT to try to get the amount back to what it was in the original RTP.

Mr. Hazlett displayed a map of changes identified through value engineering and deferrals. He addressed Loop 303 by saying that the tentative scenario identified the deferral of some segments south of I-10, right of way preservation money, the deferral of the segment between SR-801 and I-10, and the deferral of the ultimate construction of Northern Parkway/US-60 interchange between I-10 and US-60.

Mr. Hazlett stated that ADOT looked at 14 alternatives for the Loop 303/I-10 interchange design, and some could not accommodate the travel demand. He said that with the new cost opinion of \$518 million, ADOT is looking at construction management at risk that might take advantage of this economic climate and could bring down the cost to about \$400 million – the target amount in the tentative scenario.

Mr. Hazlett stated that US-60 and Grand Avenue is still under study, but the tentative scenario changes could take the cost down to \$50 million from \$200 million. He explained that they would still construct the Loop 303 overcrossing of Grand Avenue and the railroad crossing, but instead of ramps and relocating the railroad, an alternative ramp design would be built. Mr. Hazlett stated that the alternative would provide level of service (LOS) D, which is the targeted LOS for arterial streets during peak periods identified by the City of Surprise. Mr. Hazlett noted that the alternative design would not require additional right of way and the ultimate design would miss Sun City Grand. He advised that when revenue returned, the interchange could be built to the ultimate design.

Mr. Hazlett pointed out on a map the portions of the Northern Parkway that would be constructed and deferred in the connection with Loop 303. He noted that the cost of the deferred ramps account for \$80 million. Mr. Hazlett stated that this traffic interchange is almost identical to the traffic interchange at Loop 202 and Loop 101 in Chandler, and added that all of the right of way would be purchased as part of the interim connection. Mr. Hazlett stated that MAG and Glendale staff are working on ensuring an adequate level of service connection and he thought that perhaps more resolution could be reached during the 90-day period.

Mayor Scruggs commented that the connection is still under study and could change. She expressed her appreciation for the extra time to consider the connection and how best to use the money. Mr. Anderson added that ADOT will be looking at the current cost conditions.

Mr. Hazlett displayed the options being considered for the South Mountain to reduce the cost estimate to \$1.9 billion for the entire corridor. He noted that ADOT staff is working very hard to complete the environmental impact statement as quickly as possible because these are very favorable conditions to get the South Mountain built.

Mr. Hazlett then addressed deferrals, by saying that they were the biggest contributors to balance the tentative scenario. He noted that the HOV lanes, with the exception of one, are untouched in this process, because they are the most economical construction projects and contribute many benefits. Mr. Hazlett stated that SR-801 and a portion of SR-802 were recommended for deferral, along with a partial deferral of construction proposed for SR-85. He noted that the cost opinion for SR-801 is almost \$1.9 billion and he pointed out that value engineering has not been done on this corridor as it has with other corridors. Mr. Hazlett stated that in the Freeway Life Cycle Program, construction on SR-801 was not scheduled until 2023 to 2025, and deferring it to Phase Five would delay construction for only three to five years. Mr. Hazlett stated that the recommendation is to move forward with the environmental assessment so that right of way preservation can proceed and a decision can be made on the southern alignment in Avondale. He added that right of way donations might defray some costs and could allow the construction of SR-801 to be moved back into the schedule, and interim roadways are also a possibility on this corridor.

Chair Rogers stated that SR-801 will not be constructed for a while, but the City of Avondale feels it is important when discussing the corridor that the alignment is their concern and they hope the southern alignment is chosen.

Mr. Hazlett stated that the recommendation includes a deferral for the Ellsworth to Meridian segment of SR-802. He noted that there is work going on for the interim facility to help out the Phoenix-Mesa Gateway Airport. Mr. Hazlett noted that this corridor provides access to Pinal County, but there are no plans to fund SR-802 in Pinal County. He indicated that without their commitment, a lot of traffic would be dumped on Meridian Road. Mr. Hazlett stated that Ellsworth is a main road that feeds into Queen Creek and the improvements would help in that area.

Mr. Hazlett stated that the tentative scenario recommends moving forward with plans on SR-85, which will provide a four-lane divided highway from Gila Bend to I-8. He noted that the current cost is approximately \$30 million more than what was identified in the RTP.

Mr. Hazlett stated that Table Eight of the summary report identified why general purpose and direct HOV (DHOV) lanes were recommended for deferral. He pointed out that the table needed to be corrected because the last two columns had been transposed. Mr. Hazlett stated that with these lanes, they let level of service be their guide. He explained that LOS A is free flowing traffic, while LOS F is very congested, stop and go. Mr. Hazlett stated that if a corridor has a LOS D

during peak hours, it is pretty good to accommodate traffic, which is moving at just about the speed limit. He explained the analysis used in whether a segment would be recommended for deferral or not. He said that if a segment was forecasted to carry more than 200,000 vehicles per day, it was recommended to move forward; if a segment was forecasted to carry less than 200,000 vehicles per day, it could be deferred.

Councilmember Aames stated that he would like Loop 101 looked at in smaller segments. He said that in his experience, there is more congestion toward the north. Mr. Hazlett replied that one of the reasons for the traffic problems is that there are only two receiving lanes on Loop 101 going through the traffic interchange. He said that he thought they need to figure out how much more throughput they can get.

Councilmember Aames asked if more lanes could be built over part of the Agua Fria. Mr. Hazlett replied that there are four lanes to 59th Avenue and three lanes in the other direction. The pinch point is the number of through lanes on Loop 101 under Interstate 17 and he thought they needed to work with ADOT to provide more through capacity on Loop 101. Councilmember Aames commented that this affects both sides.

Mr. Hazlett stated that the tentative scenario identified the deferral of two DHOV ramps because, according to ADOT, the entire interchange would have to be rebuilt to accommodate the ramps and would increase costs significantly.

Councilmember Aames asked if the HOV lanes would be totally deferred on the Agua Fria. Mr. Hazlett replied that just the DHOV connections were recommended for deferral, not the HOV lanes themselves. He noted that the HOV lane at the SuperRedTan interchange (US-60 and Loop 202) is recommended for deferral because it is far out in the program.

Mr. Hazlett stated that the only HOV lanes identified for deferral is from Carefree Highway (SR-74) to Anthem Way on I-17 because stimulus funds are being used to widen this segment and will provide three lanes in each direction. He noted that changing to an urban profile increases costs.

Councilmember Barney departed the meeting. Mr. Smith noted that the meeting could not continue without a quorum. Mr. Zubia returned to the room and the meeting continued.

Mr. Hazlett then reviewed the deferrals of right of way protection on Loop 303 to south of Grand Avenue and along SR-74 to Phase Five. He noted that the right of way deferrals total about \$4.1 billion and are summarized in Table Nine of the report. Mr. Hazlett also noted that a draft deferral policy was included in the packet. The policy would guide how to return deferred projects to the program and includes maintaining the original project priority and applying project cost savings to bring back projects.

Mr. Hazlett reviewed the stay the course changes, which identified repackaging improvements to I-10 from Loop 101 to I-17, spreading out funding between the Arizona Canal to I-10, and providing funding for west access to Sky Harbor Airport to accommodate new security measures

required by Homeland Security. He added that grants from Homeland Security might become pursued to offset the cost. Mr. Hazlett stated that the \$6.6 billion in savings in the tentative scenario that could bring the ADOT cost opinion of \$15.9 billion to \$9.4 billion and balance the program.

Mr. Hazlett noted that the recommendations in the document included revenue monitoring, future federal funding, alternate funding, other federal funding sources (safety funds), project delivery methods, and right of way preservation.

Chair Rogers asked members if they had questions.

Mayor Scruggs asked if the deferral policy was a part of the discussion in 90 days. Mr. Smith replied that was correct.

Mr. Smith noted one correction to the document regarding HOV lanes. He said that the federal conformity rule talks about timely implementation. Mr. Smith stated that MAG Air Quality staff looked at the guidance issued in January, which says if an HOV lane has not been put in an air quality implementation plan, it is not a TCM that comes under this guidance.

Mr. Berry commented that the report was very thorough. He asked what would happen to overall system performance if every proposed change was made. Mr. Hazlett replied that is what they are trying to work toward. He said that they are first trying to see if the tentative scenario makes sense and then look at performance. Mr. Hazlett stated that they have looked at spot changes, but not in the entire system. He offered that this could be done as part of the 90-day evaluation.

Mr. Berry stated that it is important to go back to where we started, such as how the priorities were set, to ensure that we stay true to the principles presented to the voters.

Chair Rogers expressed her appreciation to Mr. Hazlett for the many hours of work and effort that went into the tentative scenario. She expressed her appreciation also to Mr. Smith and said that it was long, tedious work, but it is important to the TPC, to the residents and to the region. Chair Rogers stated that at the end of the day, it will be a good product.

Mr. Smith indicated that the document is a good starting point but will change according to the policy makers.

7. Presentation of the Framework Recommendation for the Interstates-8 and 10-Hidden Valley Transportation Framework Study

Mr. Hazlett stated that the Interstates-8 and 10-Hidden Valley Transportation Framework Study has been underway for about two years and has reached the point for making a recommendation. He noted that the agenda packet includes the executive summary of all of the information relevant to the study.

Mr. Hazlett stated that the Interstates-8 and 10-Hidden Valley Transportation Framework Study is an effort similar to the Interstate 10-Hassayampa Valley Framework Study, and moves farther

south to encompass another growth area. He noted that the Hidden Valley population projections are similar to those in the Hassayampa Valley, but the area of the study is much larger – about 3,200 square miles – which is about the size of the state of Delaware.

Mr. Hazlett stated that the Interstates-8 and 10-Hidden Valley Transportation Framework Study was a jointly funded effort by MAG, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the cities of Goodyear and Maricopa. He reported that a significant of information was contributed by the Central Arizona Association of Governments and the City of Casa Grande. He displayed a list of the Study Review Team, which held at least 200 documented meetings, 182 of which he attended himself.

Mr. Hazlett displayed a map of the study area, which extends south to the Gila River and into Pinal County. He said that the study utilized 36 different maps in the environmental scan and considered about 16 alternatives of balanced capacity, maximum capacity if building freeways, and minimum capacity if building arterials.

Mr. Hazlett displayed a map of the framework recommendation of transportation facilities by the project team. He said that in conjunction with the City of Goodyear, a better definition of Loop 303 to I-8 was developed, and in conjunction with Pinal County, a better definition to the Hassayampa Freeway in the area of the cities of Maricopa and Casa Grande was provided. Mr. Hazlett advised that no new transportation corridors across Indian land were recommended. He noted that the Ak-Chin and Gila River Indian Communities actively participated in the Study Review Team. Mr. Hazlett stated that the recommendation is to enhance the facilities they already have and provide ways around the Indian communities to the metro area and accommodate travel demand.

Mr. Hazlett stated that the recommendation also includes a number of parkways and they paid particular attention to wildlife crossings and national monuments. He advised that the Bureau of Land Management, US Fish and Wildlife, the Sonoran Institute, and Arizona Game and Fish actively participated in this effort. Mr. Hazlett advised that the information derived from the environmental scans can be used in environmental studies on any corridor in this area.

Mr. Hazlett stated that they have been reviewing what might be contained in the acceptance resolution with the Transportation Review Committee, and they will seek formal acceptance by the Regional Council of the study's recommendations in September 2009. Mr. Hazlett noted that the Central Phoenix Framework Study is starting soon and will include needed transportation services in the downtown area and the urban core.

Chair Rogers thanked Mr. Hazlett for his report. She noted that page 10, the document says that a new array of funding sources would need to be identified, and asked Mr. Hazlett if they had any particular funding sources in mind. Mr. Hazlett replied that the main thing identified was better opportunities for public-private partnerships, tolling and other revenue enhancements, such as traffic impact fees in municipal planning areas, and making known that the need is there and getting more for transportation from federal sources.

Mayor Rogers expressed her concern for pursuing funding for this when at the same time, cuts and delays to the RTP are being discussed. Mr. Hazlett noted that they will try to address her concerns in the next Executive Summary.

8. Legislative Update

Nathan Pryor, MAG Senior Policy Planner, provided an update on legislative issues of interest. He stated that his presentation would focus on the federal side, particularly in terms of reauthorization. Mr. Pryor stated that he reported that last month that the Highway Trust Fund is running out of money. Mr. Pryor stated that Congressman Oberstar's bill passed House Transportation and Infrastructure Committee last week and the Administration is now seeking 18-month extension of SAFETEA-LU and tying in the Highway Trust Fund. He said that the Senate Environmental Public Works Committee passed a version that day taking SAFETEA-LU to March 2011 and \$61.5 billion in funding. He indicated that the extension is expected to move forward in July or early August.

Mr. Pryor noted that the House passed the Energy Security Act that includes an unfunded mandate to MPOs to work on reducing greenhouse gas emissions. He noted that MAG is working with the National Association of Regional Councils on this. Mr. Pryor stated that healthcare legislation and appropriations are at the forefront and we will probably not see action on environmental issues until later in the Fall.

Mr. Pryor noted that a bill summary chart was at each place. He reported that the Governor signed the public-private partnership bill, and noted that an ADOT omnibus bill might have some impact on HOV lanes on the revenue side. Mr. Pryor said that he would continue to monitor this as budget discussions continue.

Chair Rogers thanked Mr. Pryor for his report. No questions from the Committee were noted. Chair Rogers stated that historically, the August meetings have been cancelled unless business arises that requires a meeting. She said that it has been indicated that there is no need for an August meeting, and unless they hear otherwise, the August meeting will be cancelled and a notice will be sent out.

There being no further business, the meeting adjourned at 5:35 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 15, 2009

SUBJECT:

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

SUMMARY:

The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was approved on June 24, 2009. Since that time, there have been requests from member agencies to modify projects in the program.

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

The majority of local projects being amended or modified into the FY 2008-2012 TIP are paving dirt road projects. These projects were previously approved by the Regional Council to be amended into a draft TIP. Project changes are needed for local projects in the FY 2010 ALCP to align with the FY 2008-2012 TIP. Due to the timing of producing the FY 2011-2015 TIP, it is necessary to amend/modify the paving and ALCP projects in the current TIP for projects to begin.

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

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and the FY 2010 Arterial Life Cycle Program.

PRIOR COMMITTEE ACTIONS:

This item is on the September 16, 2009, Management Committee agenda. An update will be provided on action taken by the Committee.

Transportation Review Committee: On August 27, 2009, the MAG Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, and the FY 2010 Arterial Life Cycle Program.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Steve Hull for Floyd Roehrich
- #Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss
- * Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- #Guadalupe: Gino Turrubiarres

- * Litchfield Park: Mike Cartsonis
- Maricopa County: John Hauskins
- # Mesa: Scott Butler
- * Paradise Valley: Bill Mead
- Phoenix: Ed Zuercher
- * Queen Creek: Mark Young
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Randy Overmyer
- Tempe: Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Jim Hash, City of Mesa
- * Street Committee: Darryl Crossman, City of Litchfield Park
- * ITS Committee: Mike Mah: City of Chandler

- Pedestrian Working Group: Brandon Forrey, City of Peoria
- * Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix

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

+ Attended by Videoconference

CONTACT PERSON:

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

Request for Project Change

Amendments and Administrative Modifications to the FY08-12 TIP and FY 2010 ALCP September Transportation Policy Committee

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications														
Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length		Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT10-801	ADOT	10: MP 129 - 146	Sign replacement/rehabilitation	2010	17		IM	\$ 42,750	\$ 707,250			\$ 750,000	Amend: Create a new sign replacement project in FY 2010.
Highway	DOT10-802	ADOT	17: MP 194 - 201	Sign replacement/rehabilitation	2010	7		IM	\$ 37,050	\$ 612,950			\$ 650,000	Amend: Create a new sign replacement project in FY 2010.
Highway	DOT10-803	ADOT	202 (Red Mountain Fwy): MP 10 - 17	Sign replacement/rehabilitation	2010	7		NHS	\$ 42,750	\$ 707,250			\$ 750,000	Amend: Create a new sign replacement project in FY 2010.
Highway	DOT10-804	ADOT	60 (Grand Ave): Wickenburg - San Domingo Wash	Pavement Preservation	2010	5.1		NH	\$ 330,600	\$ 5,469,400			\$ 5,800,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	DOT10-805	ADOT	8: MP 121 - Big Horn	Pavement Preservation	2010	13.6		IM	\$ 969,000	\$ 16,031,000			\$ 17,000,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	DOT10-806	ADOT	87: Chandler - Mesa City Line	Pavement Preservation	2010	1.32		STP	\$ 86,000	\$ 1,415,000			\$ 1,500,000	Amend: Create a new pavement preservation project in FY 2010.
Highway	DOT07-323	ADOT	101 (Agua Fria Fwy)/99th Ave: I-10 to Van Buren	Roadway Widening	2010	1.0		STP/ARRA	\$ 601,050	\$ 2,498,950	\$ 652,890		\$ 3,752,890	Admin Mod: Modify costs to increase from \$3,603,000 to \$3,752,890
Highway	DOT10-843	ADOT	101L Price Fwy: Baseline Rd to Chandler Blvd	FMS Construction	2010	5		CMAQ	\$ 44,631	\$ 738,369			\$ 783,000	Admin Mod: Change funding source from RARF to CMAQ.
Highway	DOT09-815	ADOT	I-10: Verrado Way to Sarival Rd	Construct General Purpose Lane	2009	1		ARRA			\$ 26,272,000		\$ 26,272,000	Admin Mod: Change project costs from \$28.2 mill to \$26,272,000
Highway	DOT09-818	ADOT	I-17: SR74 to Anthem Way	Construct General Purpose Lane	2009	5		ARRA			\$ 13,314,100		\$ 13,314,100	Admin Mod: Change project costs from \$13,368,500 to \$13,314,100
Highway	DOT07-332	ADOT	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	2009	1.7		ARRA			\$ 7,647,200		\$ 7,647,200	Admin Mod: Change project costs from \$11.2 mill to \$7,647,200
Highway	DOT06-613	ADOT	SR85: Southern Ave to I-10	2 miles new roadway	2009	2.5		ARRA			\$ 11,042,300		\$ 11,042,300	Admin Mod: Change project costs from \$18.6 mill to \$11,042,300 - pending contract award
Highway	DOT10-850	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Ellsworth Rd	Design	2010	2		Local	\$ 12,000,000				\$ 12,000,000	Amend: Add new project to the TIP. Project is being advanced with City of Mesa local funds. Repayment in 2014.
Highway	DOT10-851	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Ellsworth Rd	Right of way acquisition	2010	2		Local	\$ 33,000,000				\$ 33,000,000	Amend: Add new project to the TIP. Project is being advanced with City of Mesa local funds. Repayment in 2014.
Highway	BKY10-802	Buckeye	North Watson Road and MC85 Phase I and Phase II	Design pave dirt road project	2010	0.22		Local	\$ 48,840				\$ 48,840	Amend: Add new project to the TIP

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	BKY11-801	Buckeye	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	2011	0.22	CMAQ	\$ 3,896	\$ 64,456			\$ 68,352	Amend: Add new project to the TIP
Highway	ELM10-801	El Mirage	Westside of Downtown El Mirage	Design pave dirt road project	2010	1.7	Local - HURF	\$ 40,800				\$ 40,800	Amend: Add new project to the TIP
Highway	ELM11-801	El Mirage	Westside of Downtown El Mirage	Paving existing unpaved alleys	2011	1.7	CMAQ	\$ 24,500	\$ 222,000			\$ 246,500	Amend: Add new project to the TIP
Highway	ELM11-802	El Mirage	Eastside of Downtown El Mirage	Design pave unpaved alley project	2011	2.16	Local - HURF	\$ 49,000				\$ 49,000	Amend: Add new project to the TIP
Highway	ELM12-801	El Mirage	Eastside of Downtown El Mirage	Paving existing unpaved alleys	2012	2.16	CMAQ	\$ 16,985	\$ 281,000			\$ 297,985	Amend: Add new project to the TIP
Highway	FTM10-801	Fort McDowell Yavapai Nation	Hiawatha Hood Rd, SR-87 to 3 miles north	Design pave dirt road project	2010	2.7	Local	\$ 145,000				\$ 145,000	Amend: Add new project to the TIP
Highway	FTM11-801	Fort McDowell Yavapai Nation	Hiawatha Hood Rd, SR-87 to 3 miles north	Pave Unpaved Road	2011	2.7	CMAQ	\$ 56,622	\$ 936,731			\$ 993,353	Amend: Add new project to the TIP
Highway	FTM10-802	Fort McDowell Yavapai Nation	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Design pave dirt road project	2010	4	Local	\$ 155,000				\$ 155,000	Amend: Add new project to the TIP
Highway	FTM11-802	Fort McDowell Yavapai Nation	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Pave Unpaved Road	2011	4	CMAQ	\$ 71,792	\$ 1,187,709			\$ 1,259,500	Amend: Add new project to the TIP
Highway	FTH07-301	Fountain Hills	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	2009		STP-MAG & ARRA	\$ 131,000	\$ 2,164,000	\$ 1,081,614		\$ 3,376,614	Admin Mod: Adjust ARRA costs for project from \$410K to \$1,081,614
Highway	FTH09-800	Fountain Hills	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	2009	0.5	ARRA			\$ 671,614		\$ 671,614	Amend: Delete project from the TIP
Highway	GLB10-802	Gilbert	Ryan Road: Greenfield Rd to 164th St.	Design pave dirt road project	2010	0.5	Local	\$ 15,000				\$ 15,000	Amend: Add new project to the TIP
Highway	GLB11-806	Gilbert	Ryan Road: Greenfield Rd to 164th St.	Pave Unpaved Road	2011	0.5	CMAQ	\$ 9,840	\$ 162,760			\$ 172,600	Amend: Add new project to the TIP
Highway	GLB11-807	Gilbert	Walnut Road: 162nd Street to 164th Street	Design pave dirt road project	2011	0.3	Local	\$ 7,700				\$ 7,700	Amend: Add new project to the TIP
Highway	GLB12-801	Gilbert	Walnut Road: 162nd Street to 164th Street	Pave Unpaved Road	2012	0.3	CMAQ	\$ 5,262	\$ 87,038			\$ 92,300	Amend: Add new project to the TIP
Highway	GLB11-808	Gilbert	Bonanza Road: 156th St to 157th St	Design pave dirt road project	2011	0.15	Local	\$ 4,500				\$ 4,500	Amend: Add new project to the TIP
Highway	GLB12-802	Gilbert	Bonanza Road: 156th St to 157th St	Pave Unpaved Road	2012	0.15	CMAQ	\$ 3,221	\$ 53,279			\$ 56,500	Amend: Add new project to the TIP
Highway	MMA09-811	Maricopa County	Old US-80 Bridge over Gila River	Rehabilitate bridge	2010	0.1	BR-Bridge Funding/STP-TEA	\$ 6,200,000	\$ 1,500,000			\$ 7,700,000	Admin Mod: Project was originally funded with 100% local, funding changed to include \$1 million of federal Bridge funds, and \$500K of STP-TEA
Highway	MMA10-801	Maricopa County	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Design pave dirt road project and obtain right of way and utility clearances	2010	0.3	Local - HURF	\$ 31,508				\$ 31,508	Amend: Add new project to the TIP

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	MMA11-801	Maricopa County	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Pave Unpaved Road	2011	0.3	CMAQ	\$ 11,252	\$ 186,146			\$ 197,398	Amend: Add new project to the TIP
Highway	PHX11-801	Phoenix	Citywide	Design alley dust proofing project	2011	40	Local	\$ 260,000				\$ 260,000	Amend: Add new project to the TIP
Highway	PHX12-801	Phoenix	Citywide	Alley Dust proofing	2012	40	CMAQ	\$ 190,000	\$ 2,009,471			\$ 2,199,471	Amend: Add new project to the TIP
Highway	SRP11-801	SRP-MIC	Mesa Dr: Chaparral Rd to McDonald Dr and McDonald Road: Center to Olive Street	Pave Unpaved Road	2011	1.68	CMAQ	\$ 54,314	\$ 773,483			\$ 827,797	Amend: Add new project to the TIP
Highway	SRP12-801	SRP-MIC	Dobson Road: Arizona Canal to Indian Bend Road and Center: McDonald Dr to Indian Bend Rd	Pave Unpaved Road	2012	1.25	CMAQ	\$ 39,580	\$ 582,967			\$ 622,547	Amend: Add new project to the TIP
Highway	SRP12-802	SRP-MIC	McDonald Road: Alma School Rd to Center and Alma School Rd: Arizona Canal to McDonald Dr	Pave Unpaved Road	2012	1.63	CMAQ	\$ 57,855	\$ 842,145			\$ 900,000	Amend: Add new project to the TIP
Highway	SUR10-801	Surprise	Dove Valley Rd: 163rd Ave. to 179th Ave	Design pave dirt road project	2010	2	Local	\$ 170,000				\$ 170,000	Amend: Add new project to the TIP
Highway	SUR12-801	Surprise	Dove Valley Rd: 163rd Ave. to 179th Ave	Pave Unpaved Road	2012	2	CMAQ	\$ 68,200	\$ 956,800			\$ 1,025,000	Amend: Add new project to the TIP
Highway	SUR09-802	Surprise	Dove Valley Rd: 163rd Ave to 179th Ave	Design Pave dirt road project	2009	2	CMAQ		\$ 150,000			\$ 150,000	Amend: Delete project from the TIP

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

RTPID	TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
All-CHN-20-03	CHN120-07C	Chandler	Chandler Blvd at Dobson Rd	Construct intersection improvement	2010	2010	0.25	RARF	\$ 3,583,978	\$ -		\$ 2,287,228	\$ 5,871,206	Admin Mod: Project deferred from 2009 to 2010.
All-CHN-20-03	CHN10-002RWZ	Chandler	Chandler Blvd at Dobson Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.25	RARF	\$ 322,104	\$ -		\$ 751,577	\$ 1,073,682	Amend: New TIP project. Acquisition of Right-of-Way to be completed in FY 2010.
ACI-GIL-10-03-A	CHN10-004CZ	Chandler	Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	Construct roadway widening	2010	2016, 2021	1.3	RARF	\$ 2,678,604	\$ -		\$ 2,703,207	\$ 5,381,811	Original project to be completed in 2009. Portion of project financing is not included in 2010, and a new TIP ID/project is required.
ACI-SHA-10-03-A	FTH10-001DZ	Fountain Hills	Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	Design roadway widening	2010	2010	1.0	RARF	\$ 17,118	\$ -		\$ 39,805	\$ 56,923	Amend: New TIP project. Design to be completed in FY 2010.
ACI-SHA-10-03-B	FTH10-002DZ	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	2010	2010	0.8	RARF	\$ 359,455	\$ -		\$ 838,611	\$ 1,198,066	Amend: New TIP Project. Design to be completed in FY 2010.
ACI-SHA-10-03-B	FTH09-908	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Acquisition of right-of-way for roadway widening	2010	2010	0.8	RARF	\$ 77,341	\$ -		\$ 180,459	\$ 257,800	Amend: Updated Local/Regional/Total Costs and project deferred from 2009 to 2010.
ACI-SHA-10-03-B	FTH10-909	Fountain Hills	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	2010	2010	0.8	RARF	\$ 1,966,759	\$ -		\$ 4,589,105	\$ 6,555,864	Admin Mod: Updated Local/Regional/Total Costs.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

RTPID	TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
AII-GUD-30-03	GLB120-08D	Gilbert	Guadalupe Rd at Cooper Rd	Design intersection improvement	2010	2010	0.2	RARF	\$ 149,193	\$ -		\$ 231,995	\$ 381,188	Amend: Updated Local/Regional/Total Cost and project deferred from 2009 to 2010.
AII-GUD-30-03	GLB120-08RW	Gilbert	Guadalupe Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.2	RARF	\$ 671,761	\$ -		\$ 1,567,442	\$ 2,239,203	Admin Mod: Defer project from 2009 to 2010.
AII-GUD-30-03	GLB10-003CZ	Gilbert	Guadalupe Rd at Cooper Rd	Construct intersection improvement	2011	2011	0.2	RARF	\$ 1,157,418	\$ -		\$ 947,433	\$ 2,104,852	Amend: New TIP project. Construction to be completed in FY 2011.
ACI-PWR-10-03-B	GLB10-005RWZ	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Acquisition of right-of-way for roadway widening	2010	2010	1.5	RARF	\$ 1,184,977	\$ -		\$ 1,306,546	\$ 2,491,523	Amend: New TIP project. Acquisition of Right-of-Way to be completed in FY 2010.
ACI-PWR-10-03-B	GLB400-11D	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	2010	2010	1.5	RARF	\$ 1,315,755	\$ -		\$ 1,012,650	\$ 2,328,405	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-PWR-10-03-B	GLB09-726C	Gilbert	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	2010	2011	1.5	RARF	\$ 5,802,195	\$ -		\$ 3,347,314	\$ 9,149,509	Admin Mod: Project deferred from FY 2009 to FY 2010
AII-WNR-10-03	GLB10-007RWZ	Gilbert	Warner Rd at Cooper Rd	Acquisition of right-of-way for intersection improvement	2010	2010	0.4	RARF	\$ 85,722	\$ -		\$ 200,018	\$ 285,740	Amend: New TIP project. Right-of-way acquisition to be completed in FY 2010.
AII-WNR-10-03	GLB10-007RCZ	Gilbert	Warner Rd at Cooper Rd	Construct intersection improvement	2010	2010	0.4	RARF	\$ 1,028,770	\$ -		\$ 2,400,463	\$ 3,429,233	Original project to be completed in 2009. Portion of project financing is not included in 2010, and a new TIP ID/project is required.
ACI-NOR-30-03-B	MMA10-004RWZ	Maricopa County	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening	2010	2011	12.5	STP-MAG	\$ 618,727	\$ 1,443,697		\$ -	\$ 2,062,424	Amend: New TIP Project.
ACI-NOR-30-03-A	MMA10-009DZ	Maricopa County	Northern Parkway: Sarival to Dysart	Design roadway widening	2010	2010	4.1	STP-MAG	\$ 1,370,058	\$ 3,196,803		\$ -	\$ 4,566,861	Amend: New TIP project. Design to be completed in FY 2010.
ACI-NOR-30-03-A	MMA09-916	Maricopa County	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	2010	2010	4.1	STP-MAG	\$ 7,026,973	\$ 16,396,272		\$ -	\$ 23,423,245	Admin Mod: Project deferred from FY 2009 to FY 2010.
AII-DOB-10-03	MES10-004RWZ	Mesa	Dobson Rd at Guadalupe Rd	Acquisition of right-of-way for intersection improvement	2010	2010	1	RARF	\$ 197,657	\$ -		\$ 461,201	\$ 658,858	Amend: New TIP project.
ACI-GRN-20-03-A	MES10-005DZ	Mesa	Greenfield Rd: Baseline Rd to Southern Ave	Design roadway widening	2010	2010	1	RARF	\$ 10,657	\$ -		\$ 24,866	\$ 35,523	Amend: New TIP project. Design to be completed in FY 2010.
ACI-MES-10-03-B	MES09-911	Mesa	Mesa Dr at Broadway Rd	Design intersection improvement	2010	2010	1	RARF	\$ 42,627	\$ -		\$ 99,462	\$ 142,089	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-MES-10-03-A	MES150-08D	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	2010	2010	1	RARF	\$ 550,260	\$ -		\$ 1,283,940	\$ 1,834,200	Updated Local/Regional/Total Costs.
ACI-MES-10-03-A	MES10-012RWZ	Mesa	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	2010	2010	1	RARF	\$ 2,536,816	\$ -		\$ 2,130,501	\$ 4,667,317	Amend: New TIP project.
ACI-PWR-20-03-A	MES10-014DZ	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Pre-Design/Design of roadway widening	2010	2012	3.5	RARF	\$ 125,164	\$ -		\$ 292,049	\$ 417,213	Amend: New TIP project.

Highway Projects - TIP FY2008-2012 & FY 2010 ALCP Amendments & Administrative Modifications

RTPID	TIP #	Agency	Project Location	Project Description	Fiscal Year	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
ACI-PWR-20-03-A	MES10-014RWZ	Mesa	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Acquisition of right-of-way for roadway widening	2010	2013	3.5	RARF	\$ 287,708	\$ -		\$ 493,176	\$ 780,884	Amend: New TIP project.
ACI-SOU-10-03-A	MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 31,970	\$ -		\$ 74,597	\$ 106,567	Admin Mod: Project deferred from FY 2009 to FY 2010.
ACI-SOU-10-03-A	MES181-09D	Mesa	Southern Ave at Country Club Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 31,970	\$ -		\$ 74,597	\$ 106,567	Updated Local/Regional/Total Costs.
ACI-SOU-10-03-B	MES10-016DZ	Mesa	Southern Ave at Stapley Dr	Design intersection improvement	2010	2010	0.5	RARF	\$ 21,313	\$ -		\$ 49,731	\$ 71,044	Amend: New TIP project.
ACI-HPV-10-03-B	PEO10-004CZ	Peoria	Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	Construct roadway widening	2010	2027	4	RARF	\$ 15,663,288	\$ -		\$ 2,483,428	\$ 18,146,716	Original project to be completed in 2009. Portion of project financing is not included in 2010, and a new TIP ID/project is required.
ACI-LKP-10-03-A	PEO10-002DZ	Peoria	Lake Pleasant Pkwy: Dynamite Blvd to L303	Design roadway widening	2010	2013	9.76	RARF	\$ 1,609,228	\$ -		\$ 3,753,612	\$ 5,362,840	Amend: New TIP project.
ACI-SON-10-03-B	PHX10-003DZ	Phoenix	Sonoran Blvd: 10th St to 26th St	Design roadway widening	2010	2011	2	RARF	\$ 973,773	\$ -		\$ 865,439	\$ 1,839,212	Amend: New TIP project.
ACI-SON-10-03-A	PHX10-004DZ	Phoenix	Sonoran Blvd: 15th Ave to 10th St	Design roadway widening	2010	2011	1.75	RARF	\$ 162,392	\$ -		\$ 317,169	\$ 479,561	Amend: New TIP project.
ACI-SON-10-03-C	PHX10-005DZ	Phoenix	Sonoran Blvd: 26th St to Cave Creek	Design roadway widening	2010	2011	2	RARF	\$ 205,560	\$ -		\$ 407,894	\$ 613,454	Amend: New TIP project.
ACI-PMA-30-03	SCT100-08P	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Pre-Design roadway widening	2009	2010	8	RARF	\$ 3,199,851	\$ -		\$	\$ 3,199,851	Pre-Design to completed in FY 2009. Previously listed as completed in 2008.
ACI-PMA-30-03	SRP100-08D	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Design roadway widening	2010	2010	8	RARF	\$ 864,156	\$ -		\$ 2,015,143	\$ 2,879,299	Admin Mod: Project deferred from 2009 to 2010.
ACI-PMA-30-03	SRP100-09RW	Scottsdale	Pima Rd: McKellips Rd to Via Linda	Acquisition of right-of-way for roadway widening	2010	2010	8	RARF	\$ 1,520,006	\$ -		\$ 3,546,338	\$ 5,066,345	Admin Mod: Project deferred from 2009 to 2010.
ACI-PMA-10-03-A	SCT10-008DZ	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2010	2010	1	RARF	\$ 62,586	\$ -		\$ 146,037	\$ 208,624	Amend: New TIP project. Design to be completed in FY 2010.
ACI-PMA-10-03-A	SCT09-925	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Acquisition of right-of-way for roadway widening	2010	2010	1	RARF	\$ 745,022	\$ -		\$ 1,738,386	\$ 2,483,408	Amend: Updated Local/Regional/Total Costs and project deferred from 2009 to 2010.
ACI-PMA-10-03-A	SCT220-08AC	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2010	2010	1	RARF	\$ 4,639,128	\$ -		\$ 10,824,633	\$ 15,463,762	Admin Mod: Project deferred from FY2009 to FY 2010
ACI-SCT-10-03-A	SCT210-08AP	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Pre-Design roadway widening	2009	2011	2	RARF	\$ 80,022	\$ -		\$ 186,649	\$ 266,672	Pre-Design to be completed in FY 2010. Previously listed as complete in FY 2007.
ACI-SCT-10-03-A	SCT10-014PDZ	Scottsdale	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Pre-Design roadway widening	2010	2011	2	RARF	\$ 80,022	\$ -		\$ 186,649	\$ 266,672	Amend: New TIP Project. Pre-Design to be completed in FY 2010.
ACI-SHA-20-03-E	SCT08-930	Scottsdale	Shea at 120/124th Streets	Construct intersection improvement	2010	2024	0.4	RARF	\$ 108,277	\$ -		\$ 252,647	\$ 360,925	Admin Mod: Project deferred from FY 2009 to FY 2010

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

DATE:

September 15, 2009

SUBJECT:

Central Mesa High Capacity Transit Alternatives Analysis

SUMMARY:

The Central Mesa High Capacity Transit Alternatives Analysis report addresses the technology and alignment for extending high capacity transit improvements in the Central Mesa corridor. The study began the Federal Transit Administration's project development process in order to qualify for Section 5309 New Start federal funding. Specific purpose and needs of the project identified by the study included:

- Increasing efficient access to employment opportunities throughout the region for City of Mesa residents.
- Providing improved travel times over local bus in a congested environment.
- Connecting the western and central segments of the City of Mesa with light rail.
- Facilitating continued growth and development of a comprehensive and interconnected regional transit network that is multimodal, offers a range of effective mobility choices for current and future transit riders, and attracts new transit riders into the growing regional system.
- Supporting economic development and ensure enhanced connectivity among existing and planned regional and local activity centers and attractions.

A two-tiered alternatives development process was implemented to evaluate the Central Mesa corridor. The outcome of the evaluation resulted in the advancement of the light rail transit (LRT) on Main Street. METRO staff recommended to Mesa City Council on May 18, 2009 to advance light rail transit as the preferred technology and Main Street as the preferred alignment. The locally preferred alternative (LPA) includes a light rail extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. The LPA will be advanced in accordance with the financially constrained MAG Regional Transportation Plan (RTP) and subsequently METRO will seek formal FTA approval to enter the next phase of the project development process.

METRO staff also recommended, as funding becomes available, a future (Phase II) extension of light rail transit to Gilbert Road. The extension would provide better regional transit connections and opportunity for a significant park-and-ride facility. Staff also recommends that funding be pursued so that the service frequency on the new Main Street LINK bus rapid transit, from the Sycamore LRT station to Superstition Springs Mall, can be improved to match light rail. At this time, Phase II is not identified in the MAG RTP, but the Phase II recommendation will be forwarded to MAG for consideration as an "illustrative project" for inclusion in the RTP.

The Mesa City Council approved these recommendations on May 18, 2009. The recommended alternative was coordinated with and recommended by the Downtown Development Committee, Economic Development Advisory Board, Museum and Cultural Advisory Committee and the Transportation Advisory Board. In addition, a majority of the board of directors representing the Downtown Mesa Association voted to support the recommended alternative.

The attachment memorandum from the METRO Board of Directors provides additional background on the study and recommendations. The memorandum addresses study criteria and analyses, estimated costs, public input, and recommended alternatives.

PUBLIC INPUT:

METRO prepared a Public Involvement Plan for the study. There was no public comment at the August 27, 2009, Transportation Review Committee meeting.

PROS & CONS:

PROS: The Mesa extension of high capacity transit to Mesa Drive was included in the Regional Transportation Plan and is a Proposition 400 project. Approval of the Alternatives Analysis recommendation will allow the process to move forward to the next step in the project development process once the approval of the Federal Transit Administration is received.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Alternatives Analysis conducted by METRO found that this alternative has the greatest ability to fulfill the goals and objectives outlined in the purpose and need statement for this project. These goals include: 1) Increased efficient access to employment opportunities throughout the region for Mesa residents; improved travel times over local bus options; connecting the western and central segments of Mesa with light rail; facilitating continued growth and development of a comprehensive, interconnected system; and, support economic development and ensure enhanced connectivity among existing and planned centers and attractions.

POLICY: The Mesa City Council approved these recommendations on May 18, 2009 and the METRO Board approved the recommendations on June 17, 2009.

ACTION NEEDED:

Recommend approval of the Central Mesa locally preferred alternative as Phase I, which includes light rail transit on a Main Street alignment to the east side of Mesa Drive in accordance with the Regional Transportation Plan (RTP) and the consideration of the Phase II recommendations for future funding consideration as an “illustrative project” in the next RTP update.

PRIOR COMMITTEE ACTIONS:

This item is on the September 16, 2009, Management Committee agenda. An update will be provided on action taken by the Committee.

On August 27, 2009, the Transportation Review Committee recommended approval of the Central Mesa LPA as Phase I, which includes LRT on a Main Street alignment to the east side of Mesa Drive in accordance with the RTP and the consideration of the Phase II recommendation for future funding consideration as an “illustrative project” in the next Regional Transportation Plan (RTP) update.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Steve Hull for Floyd Roehrich
- # Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss

- * Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- # Guadalupe: Gino Turrubiarres
- * Litchfield Park: Mike Cartsonis
- Maricopa County: John Hauskins

Mesa: Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart

Surprise: Randy Overmyer
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for
Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash, Mesa
* Street Committee: Darryl Crossman, Litchfield
Park
* ITS Committee: Mike Mah: Chandler

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

* Members neither present nor represented by proxy.
Attended by Audioconference

+ Attended by Videoconference

CONTACT PERSON:

Wulf Grote, METRO, (602) 322-4420, wgrote@metrolightrail.org



BOARD MEMO

AGENDA ITEMS

To: Chairman Simplot and Members of the METRO Board of Directors

Through: Richard J. Simonetta, Chief Executive Officer

From: Wulf Grote, Director, Project Development

Date: June 10, 2009

Re: Central Mesa High Capacity Transit Alternatives Analysis Recommendations

PURPOSE

This report provides a recommendation resulting from the Alternatives Analysis for the technology and alignment to extend high capacity transit improvements in the Central Mesa corridor. The recommended technology is light rail transit (LRT). The recommended alignment is east along Main Street from the starter LRT line at Sycamore & Main Street through Downtown Mesa to the east side of Mesa Drive (shown in the map at the end of this report).

BACKGROUND/DISCUSSION

In May 2007, METRO initiated a federally sponsored Alternatives Analysis in the Central Mesa corridor. The study begins the Federal Transit Administration's project development process in order to qualify for Section 5309 New Start federal funding. Through the study process, specific purpose and needs of the project were identified. They are:

- Increase efficient access to employment opportunities throughout the region for City of Mesa residents;
- Provide improved travel times over local bus in a congested environment;
- Connect the western and central segments of the City of Mesa with light rail;
- Facilitate continued growth and development of a comprehensive and inter-connected regional transit network that is multi-modal, offers a range of effective mobility choices for current and future transit riders, and attracts new transit riders into the growing regional system;
- Support economic development and ensure enhanced connectivity among existing and planned regional and local activity centers and attractions.

A two-tiered alternatives development process was implemented to evaluate the Central Mesa corridor. The first phase (Tier 1) included a conceptual level evaluation that analyzed the advantages and disadvantages of a wide range of potential alternatives to address the transportation needs of the corridor.

The Tier 2 evaluation was a more rigorous screening process. Six alternatives were evaluated in the Tier 2 phase of the study. These alternatives included two Bus Rapid Transit (BRT) alternatives (Main Street 2-Lane & 4-Lane) and four LRT alternatives (Main Street 2-Lane & 4-Lane, 1st Street and 1st Avenue). The Tier 2 process resulted in the identification of a preliminary corridor recommendation. Criteria evaluated in the Tier 2 process included traffic, land use compatibility, travel markets, environmental issues, historic properties, design and constructability, economic development potential, projected number of riders and costs. Additional criteria were used to evaluate the alternatives through the downtown area. This included the number of travel lanes and the availability of left turns; maintaining pedestrian crosswalks, bicycle lanes, on-street parking, curbs and sidewalks, landscape and streetscape elements; economic development potential and construction phasing. The outcome of the Tier 2 evaluation resulted in the advancement of the LRT on Main Street 2-lane and 4-lane alternatives.

Determining a 2-lane or 4-lane alternative in the downtown area and other urban design issues and concerns will be addressed in the subsequent environmental and planning phase. As such, the City Council recommendation also included direction for City staff and METRO to convene a working group of stakeholders and adjacent property owners and businesses to develop design guidelines for specific elements in the downtown and develop a specific business outreach program during construction.

Preliminary ridership forecasts are estimated at approximately 4,300 daily riders in 2030. Project capital costs are estimated to be between \$185 and \$200 million. This estimate is based upon early conceptual engineering undertaken during the Tier 2 evaluation in order to provide some comparison between the various alternatives. This estimate is in 2009 dollars and includes guideway, utility relocations, stations, park-and-ride lots, right-of-way, vehicles, construction management, etc. Once preliminary engineering is underway, greater definition will allow for a more accurate estimate.

Public Process

METRO prepared a Public Involvement Plan for the study. The overall goal was to inform the residents, stakeholder interest groups and involved agencies about the project and to present the alternatives and issues for public and agency review. During the course of the study, the public involvement team conducted: five public meetings with 520 people attending; a business forum with 127 people attending; 38 meetings with property and business owners; over 40 presentations to advisory committees, neighborhood associations and civic organizations; and continuous updates via website, e-mails, newsletters and fact sheets.

Through the public outreach program, a general theme started to emerge in the feedback from the community. It centered on a few main points:

- Better serve the East Valley with an extension east to Gilbert Road;
- Improve LINK bus service to match light rail frequencies;
- Improve and expand bus service to connect with light rail;
- Enhance transit service to ASU Polytechnic and the Mesa Gateway Area;
- Promote economic development by connecting residents and employment to other regional centers; and

- Promote integration of light rail and land use planning to support sustainability and livable community initiatives.

Recommended Alternative

METRO staff recommended to Mesa City Council on May 18, 2009 to advance light rail transit as the preferred technology and Main Street as the preferred alignment. The locally preferred alternative (LPA) includes a light rail extension on Main Street east to an interim end-of-the-line east of Mesa Drive as Phase I. The LPA will be advanced in accordance with the financially constrained MAG Regional Transportation Plan (RTP) and subsequently METRO will seek formal FTA approval to enter the next phase of the project development process.

Light rail transit is the recommended technology over bus rapid transit because of the following:

- Lower long term life cycle costs;
- Provides up to five times the passenger carrying capacity;
- Reduces passenger travel times;
- Eliminates a bus to rail transfer at Main and Sycamore;
- Offers greater economic development opportunities; and
- Better serves the documented travel demand.

Main Street is the recommended alignment over 1st Street and 1st Avenue because of the following:

- Closest proximity to major Downtown Mesa activity centers (closest to Downtown Mesa retail activities, Mesa Arts Center, City Hall);
- Lower capital costs;
- Forecasted number of daily riders;
- Reduces property acquisition requirements;
- Reduces passenger travel times;
- Offers the greatest economic development opportunities;
- Best opportunity to meet FTA criteria for cost effectiveness.

METRO staff also recommends, as funding becomes available, a future (Phase II) extension of light rail transit to Gilbert Road. This extension would provide better regional transit connections and opportunity for a significant park-and-ride facility. Staff also recommends that funding be pursued so that the service frequency on the new Main Street LINK bus rapid transit, from the Sycamore LRT station to Superstition Springs Mall, can be improved to match light rail. At this time, Phase II is not identified in the MAG RTP, but the Phase II recommendation will be forwarded to MAG for consideration as an "illustrative project" for inclusion in the RTP.

The Mesa City Council approved these recommendations on May 18, 2009. The recommended alternative was coordinated with and recommended by the Downtown Development Committee, Economic Development Advisory Board, Museum and Cultural Advisory Committee and the Transportation Advisory Board. In addition, a majority of the board of directors representing the Downtown Mesa Association voted to support the recommended alternative.

RAIL MANAGEMENT COMMITTEE CONSIDERATION

At its June 3, 2009 Rail Management Committee (RMC) meeting, the RMC recommended that the Board approve the Central Mesa LPA as Phase 1, which includes LRT on a Main Street alignment to the east side of Mesa Drive and a recommendation for the LPA to be advanced to the environmental phase. Staff further requests approval to forward Phase 2 recommendations to MAG for future funding consideration. Phase 2 includes a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK BRT to match LRT.

RECOMMENDATION

Staff recommends that the Board to approve the Central Mesa LPA as Phase 1, which includes LRT on a Main Street alignment to the east side of Mesa Drive and a recommendation for the LPA to be advanced to the environmental phase. Staff further requests approval to forward Phase 2 recommendations to MAG for future funding consideration. Phase 2 includes a future extension of the LRT corridor on Main Street to approximately Gilbert Road and to improve service frequency on the Main Street LINK BRT to match LRT.

CENTRAL MESA RECOMMENDED ALTERNATIVE



LEGEND					
	Study Area		Light Rail Line / Station		Central Mesa Phase 1 - Funded
	Tempe Canal		Transit Center		Central Mesa Phase 2 - Unfunded
	Railroad		Park-and-Ride		Valley Metro LINK BRT Alignment / Stop

* Mesa Dr. Park-and-Ride lot would be interim until the extension to Gilbert Rd is complete. Rev. 05-22-09

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 15, 2009

SUBJECT:

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

SUMMARY:

As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwestern Maricopa County and western Pinal County. Beginning in May 2007, a consultant team began framework planning efforts for a 3,200 square mile study area bounded by Gila River on the north, SR-87 and Overfield Road on the east in Pinal County, the Tohono O'odham Indian Community and Barry Goldwater Range on the south, and 459th Avenue on the west in Maricopa County. The project's study team has determined that entitled development represents a population of approximately 2.5 million by buildout.

This study is the second framework effort in the MAG region since the conception of the regional freeway network in 1960, and the Hassayampa Study in 2008, to establish a network of transportation facilities to meet buildout travel demand. In doing so, the study team developed and studied alternatives illustrating high capacity roadway and transit corridors to frame transportation for the Hidden Valley study area. The team also conducted a precursory environmental scan of the study area with the purpose that transportation corridors could be identified to avoid presently known natural and built environmental factors.

At this time, the project's funding partners, in cooperation with a study review team and a project consultant team, have made their final framework recommendation that is ready for study acceptance by the MAG and the Central Arizona Association of Governments (CAAG) Regional Councils. An illustration of the recommendation is attached to this transmittal. The project has received consultant help from DMJM Harris, Inc., and its subconsultants Wilson and Company, Partners for Strategic Action, Lima and Associates, and Curtis Lueck and Associates. Acceptance of the study recommendations is requested.

PUBLIC INPUT:

To date, the project team has conducted more than 200 stakeholder events and meetings to receive public input on the study and transportation framework alternatives. The events included six public meetings, two public-developer forums, presentations to CAAG, and individual meetings with elected officials from the Cities of Casa Grande, Coolidge, Goodyear, and Maricopa, Maricopa County, Pinal County, the Town of Buckeye, and the tribal councils for the Gila River and Ak-Chin Indian Communities.

In addition to the meetings, the project's study team has issued two newsletters for the general public. All information related to the project is available at www.bqaz.org.

PROS & CONS:

PROS: The study recommends a framework for extending and preserving the existing and planned metropolitan freeway network for the next ring of development in the MAG and CAAG regions. The project's recommendations provide guidance to MAG, CAAG, and member agencies for establishing a transportation framework and an implementation strategy to meet buildout travel demands. The recommendations also include an interchange spacing strategy to preserve Interstates 8 and 10 as freight corridors.

CONS: Most of the transportation needs identified in this study will not be funded. Thus, as with the Hassayampa Study, the Regional Council will be requested to accept the study's findings versus actually adopting them. In taking this action, the planning process can be moved forward in an illustrative manner, thereby providing guidance to MAG and the affected agencies in the Hidden Valley for future activities, including updates to the Regional Transportation Plan. The framework recommendations are also based upon presently known natural and built environmental factors.

Future studies could identify potential impacts that may either need mitigation, prevent construction, or require an update to the framework.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The September 2009 request for the project's recommendations is for acceptance. As future planning continues in the MAG region, additional studies will be needed to identify how the project's corridors are ultimately incorporated into the Regional Transportation Plan for possible implementation and construction.

POLICY: This framework study is the second effort of its type for the MAG region since 1960. Preliminary results from the Interstates 8 and 10-Hassayampa Valley Transportation Framework Study are being incorporated by affected agencies in their continuing planning studies and process. From a policy perspective, this study's recommendations provide guidance and coordinated transportation vision to a rapidly developing portion of the metropolitan area.

ACTION NEEDED:

Recommendation to (1) accept the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; (2) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; (3) accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; (4) recommend the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and (5) coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities.

PRIOR COMMITTEE ACTIONS:

This item is on the September 16, 2009, Management Committee agenda. An update will be provided on action taken by the Committee.

On August 27, 2009, the Transportation Review Committee recommended to (1) accept the findings of the Interstates 8 and 10-Hidden Valley Transportation Framework Study as the surface and public transportation framework for the Hidden Valley area of the MAG region that is bounded by the Gila River on the north, SR-87 and Pinal County on the east, the Tohono O'Odham Indian Community and the Barry Goldwater Range on the south, and 459th Avenue on the west; (2) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hidden Valley area with appropriate planning for non-access crossing of the freeway facilities to facilitate local transportation improvements; (3) accept the findings and implementation strategies as described in the study for inclusion as long-range unfunded illustrative corridors in the Regional Transportation Plan; (4) recommend the affected jurisdictions within the Hidden Valley study area incorporate the study's recommendations into future updates of their general plans; and (5) coordinate this acceptance with the tribal councils of the Gila River and AK Chin Indian Communities.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich

Avondale: David Fitzhugh
Buckeye: Scott Lowe

Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Rick Buss
* Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiarres
* Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins

#Mesa: Scott Butler
* Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
* Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Randy Overmyer
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash, Mesa
* Street Committee: Darryl Crossman, Litchfield Park
* ITS Committee: Mike Mah: Chandler

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

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

+ - Attended by Videoconference

On July 22, 2009, the Regional Council received a presentation on the study.

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair
Mayor Thomas Schoaf, Litchfield Park, Vice Chair
Councilwoman Robin Barker, Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
Councilman Dick Esser, Cave Creek
Mayor Boyd Dunn, Chandler
Mayor Fred Waterman, El Mirage
* President Clinton Pattea, Fort McDowell Yavapai Nation
Mayor Jay Schlum, Fountain Hills
Mayor Ron Henry, Gila Bend
Lt. Governor Joseph Manuel for Governor William Rhodes, Gila River Indian Community
Vice Mayor Linda Abbott for Mayor John Lewis, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor James M. Cavanaugh, Goodyear
Mayor Yolanda Solarez, Guadalupe

* Supervisor Max W. Wilson, Maricopa County
Vice Mayor Kyle Jones for Mayor Scott Smith, Mesa
Vice Mayor Jini Simpson for Mayor Vernon Parker, Paradise Valley
Mayor Bob Barrett, Peoria
Councilman Gail Barney for Mayor Arthur Sanders, Queen Creek
* President Diane Enos, Salt River Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
* Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
* Victor Flores, State Transportation Board
* Vacant, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

On July 15, 2009, the Transportation Policy Committee received a presentation on the study.

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale, Chair

* Mayor Scott Smith, Mesa, Vice Chair

- Councilmember Ron Ames, Peoria
- Kent Andrews, Salt River Pima-Maricopa Indian Community
- + Councilmember Gail Barney, Queen Creek
- # Stephen Beard, HDR Engineering Inc.
- Dave Berry, Swift Transportation
- * Jed Billings, FNF Construction
- Mayor James Cavanaugh, Goodyear
- * Mayor Boyd Dunn, Chandler
- * Mayor Hugh Hallman, Tempe
- * Eneas Kane, DMB Associates

- # Mark Killian, The Killian Company/Sunny Mesa, Inc.
- * Mayor Jim Lane, Scottsdale
- Mayor John Lewis, Gilbert
- * Mayor Jackie Meck, Buckeye
- Councilwoman Peggy Neely, Phoenix
- * David Scholl
- Mayor Elaine Scruggs, Glendale
- Mayor Lyn Truitt, Surprise
- * Supervisor Max W. Wilson, Maricopa County
- Felipe Zubia, State Transportation Board
- * Vacant, Citizens Transportation Oversight Committee

* Not present

Participated by telephone conference call

+ Participated by videoconference call

On July 8, 2009, the Management Committee received a presentation on the study.

MEMBERS ATTENDING

- Mark Pentz, Chandler, Chair
- Carl Swenson, Peoria, Vice Chair
- # Matt Busby for George Hoffman, Apache Junction
- Rogene Hill for Charlie McClendon, Avondale
- Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- * Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghetti for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- George Pettit, Gilbert
- Horatio Skeete for Ed Beasley, Glendale
- Romina Korke for John Fischbach, Goodyear
- RoseMary Arellano, Guadalupe
- Darryl Crossman, Litchfield Park

- Scott Butler for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Frank Fairbanks, Phoenix
- John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Bridget Schwartz-Manock for John Little, Scottsdale
- Randy Oliver, Surprise
- Charlie Meyer, Tempe
- Chris Hagen for Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- Mark Hannah for Lloyce Robinson, Youngtown
- Kwi Sung Kang for John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa County
- Carol Ketcherside for David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

An update on the planning process for the Interstates 8 and 10-Hidden Valley Transportation Framework Study was provided to the Transportation Review Committee, Management Committee, the Transportation Policy Committee, and the MAG Regional Council in June 2008.

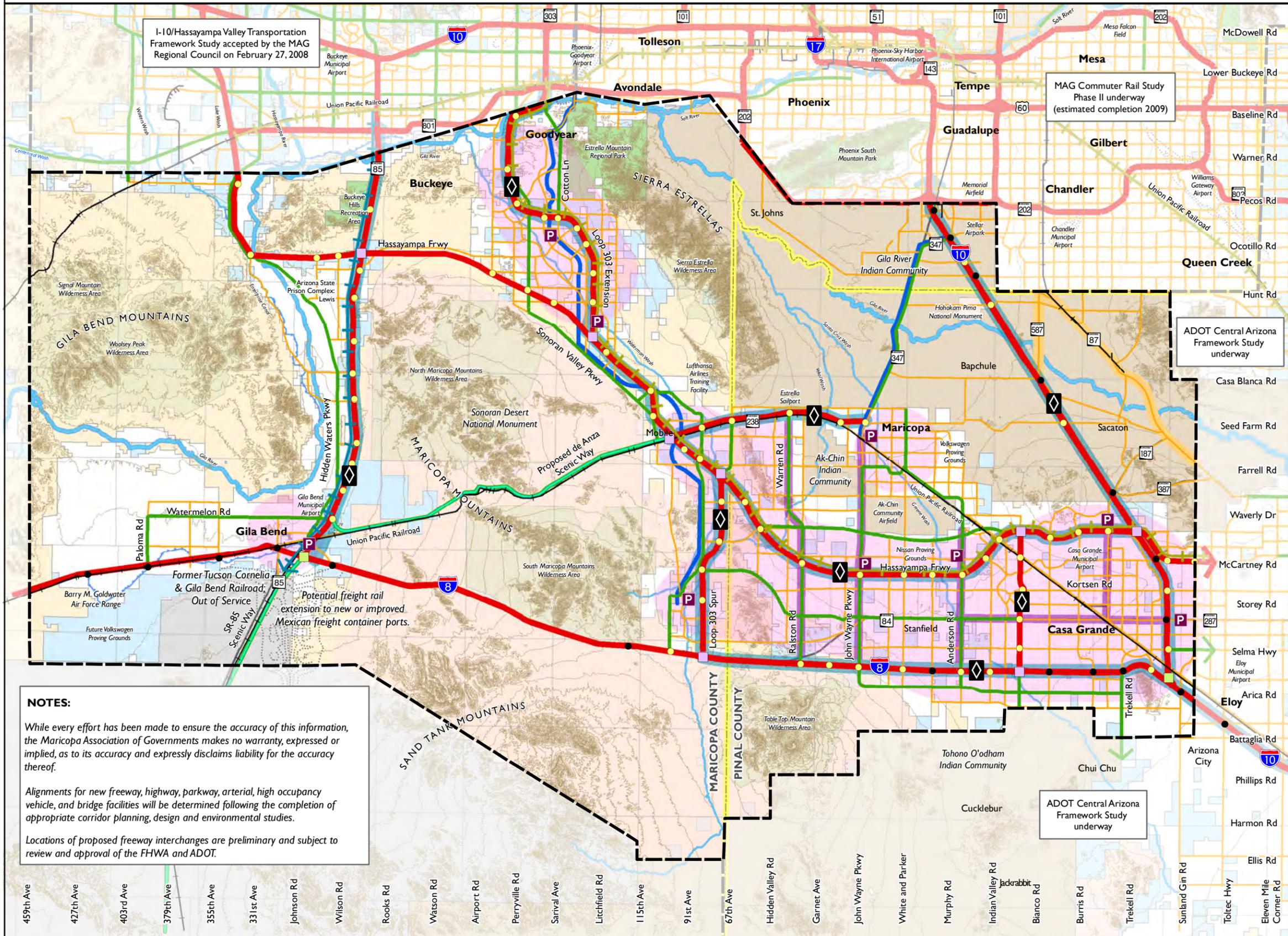
CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.



I-8/I-10 Hidden Valley Transportation Framework Study

Recommended Framework



- Legend**
- Study Area Boundary
 - Existing Railroad
- Proposed Hidden Valley Network**
- Arterial
 - Arizona Parkway
 - Arizona Scenic Way
 - Improved/Proposed Freeway
 - Proposed Freight Railroad
 - Safety and Operational Improvements Corridor
 - Existing Traffic Interchange
 - Proposed Traffic Interchange
 - Existing or Programmed System Interchange
 - Proposed System Interchange
- Proposed Transit Network**
- Freeway Transit Corridor
 - Parkway Bus Transit Corridor
 - Potential Commuter Rail
 - Enhanced Transit Corridor
 - Potential Local Transit Service Area (including service to support regional transit)
 - Potential Park-n-Ride
 - High Occupancy Vehicle (HOV) Lane

NOTES:

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

Alignments for new freeway, highway, parkway, arterial, high occupancy vehicle, and bridge facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.

Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.

ADOT Central Arizona Framework Study underway

ADOT Central Arizona Framework Study underway

Note: This proposed network is for a buildout scenario.



MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 15, 2009

SUBJECT:

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

SUMMARY:

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The ARRA directs transportation infrastructure funds to both highways and transit agencies in states and metropolitan planning organizations. In February 2009, the MAG Regional Council prioritized Highway projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit funds. On March 25, 2009, the MAG Regional Council established a deadline of **November 30, 2009**, for the ARRA funds designated to the MAG region for local projects to be obligated. It was noted in the action approved by the Regional Council that funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

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

Related to highway projects funded with ARRA funds, it is recommended to reprioritize the list of projects based on project readiness to obligate. It is projected that three of the original prioritized projects may not be ready to obligate by March 2010. In addition to the memorandum, there is a table that describes project details and proposed prioritization groups for unobligated/available highway ARRA funds.

As for the local projects funded with ARRA funds, there are three proposed policy options to program anticipated unobligated/available local ARRA funds, which are explained in the memorandum. The Transportation Review Committee discussion mainly focused around funding additional local projects that would be ready to go.

Like the highway ARRA funded projects, transit projects are coming in below their original cost estimates. This issue will be discussed through the Regional Public Transportation Authority (RPTA) committee process in August and September, and a recommendation from the RPTA Board will be heard through the MAG committee process in September and October.

Further explanation of the policy options for allocation of unused ARRA funds, highway, local, and transit is presented in the attached memorandum.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The transportation infrastructure portion of the American Recovery and Reinvestment Act (ARRA) of 2009 is time sensitive. This information and discussion are timely since the MAG Regional Council set a November 30, 2009 deadline to obligate ARRA funds for Local projects. Additionally, there is a federal deadline of all transportation ARRA funds to be obligated by March 2, 2010.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Information, discussion and possible recommendation to reprioritize the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate, and recommend additional policy direction for reprogramming unobligated Local ARRA funds due to unmet obligation deadlines or construction bids under estimate.

PRIOR COMMITTEE ACTIONS:

This item is on the September 16, 2009, Management Committee agenda. An update will be provided on action taken by the Committee.

Transportation Review Committee: This item was on the MAG Transportation Review Committee's August 27, 2009, agenda for information and discussion.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Steve Hull for Floyd Roehrich
- # Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Rick Buss
- * Gila River: Sreedevi Samudrala for Doug Torres
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- Goodyear: Cato Esquivel
- # Guadalupe: Gino Turrubiarres

- * Litchfield Park: Mike Cartsonis
- Maricopa County: John Hauskins
- #Mesa: Scott Butler
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- Surprise: Randy Overmyer
- Tempe: Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Jim Hash, Mesa
- * Street Committee: Darryl Crossman, Litchfield Park
- * ITS Committee: Mike Mah: Chandler

- Pedestrian Working Group: Brandon Forrey, Peoria
- * Transportation Safety Committee: Kerry Wilcoxon, Phoenix

* Members neither present nor represented by proxy.
Attended by Audioconference

+ Attended by Videoconference

CONTACT PERSON:

Eileen O. Yazzie (602) 254-6300.

September 15, 2009

TO: Members of the MAG Transportation Policy Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: AMERICAN RECOVERY AND REINVESTMENT ACT-2009, RE-ALLOCATION OF UNUSED FUNDS – POLICY OPTIONS

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to highway and transit agencies in State and Metropolitan Planning Organizations (MPO). In February 2009, the MAG Regional Council prioritized Highway projects, including a backup list, to be programmed with ARRA funding and approved specific projects to be funded with ARRA transit funds. In March 2009, the MAG Regional Council approved a policy direction on how to program the ARRA funds designated to the MAG region for local projects, including additional deadlines.

The ARRA legislation also set forth 'Use it or Lose it' terms. For Highway projects funded by ARRA, 50 percent of the funds had to be obligated within 120 days of funding distribution, and 50 percent of Transit projects funded by ARRA had to be obligated within 180 days. The remaining 50 percent of the highway and transit funds and the MPO funding have an obligation deadline of March 2, 2010.

In addition to these federal requirements, the MAG Regional Council approved a deadline of November 30, 2009, for MPO/Local projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

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

HIGHWAY ARRA PROJECTS

In February 2009, the MAG Regional Council approved a prioritized list which included thirteen (13) rank-ordered Highway projects. This list was prioritized by projects that were part of Proposition 400 and were ready to obligate via the federal process. The \$131 million of ARRA available for Highway projects in the MAG region funded the first five (5) projects based on the project cost estimates at the time.

Since the original allocation, two (2) additional projects have been funded due to lower bid amounts. All of these funding changes have been approved through the MAG committee process between March and July 2009. In anticipation that projects will continue to come in under the initial project estimates, it is projected that the Regional Council will need to prioritize additional projects. The prioritized Highway project list needs to be revisited in preparation for further available ARRA funds. The attached table outlines the suggested funding priority as outlined by categories:

- Prioritized by Regional Council - Currently Funded with ARRA
- Projects Recommended to Be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA
- Backup List of Projects

MAG has worked with the Arizona Department of Transportation (ADOT) to revise the priority ordered list based on project development. This list retains the original funding priority with a few exceptions. Three (3) of the thirteen (13) Proposition 400 projects most likely will not be ready to obligate by the March 2, 2009, deadline. It is recommended to reprioritize the project list for funding based on the ability for the project to obligate. This means that the first project in the 'Projects Recommended to Be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA' list, which has completed the federal process and is ready to obligate, will be programmed with ARRA funds and any necessary TIP modifications/amendments will move forward.

MPO/LOCAL ARRA PROJECTS

The American Recovery and Reinvestment Act (ARRA) legislation sub-allocates thirty (30) percent, or \$156.67 million, of Arizona's funding to MPOs. The amount being sub-allocated to MAG is \$104,578,340.

In March 2009, the MAG Regional Council approved a funding allocation for the MPO/Local ARRA funds. The funding allocation gave local agencies a minimum of \$500,000 plus population, and in accordance with the following rules:

1. Establish a deadline of April 3, 2009, to have MAG member agencies define and submit projects to MAG for the sub-allocated funds due to the very limited time to obligate the projects.
2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and/or Regional Transportation Plan as appropriate.

3. Have MAG conduct the air quality consultation/conformity if necessary.
4. Establish a deadline of November 30, 2009, for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of March 2, 2010, in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

It is anticipated that two factors will arise regarding MPO/Local ARRA funding. First, like highway projects, project bids and awards will come in below the estimates, and second, there will be projects that do not meet the November 30, 2009, obligation deadline. Both result in a balance of unprogrammed/available MPO/Local ARRA funds for the MAG region which may be lost if not re-programmed within the March 2, 2010, deadline.

There will be challenges to program any unused balances of ARRA funds due to the mandated federal project development process. Once a project is obligated, the approved clearances cannot be reopened or expanded to adjust to lower costs. There are three policy options related to using unprogrammed/available MPO/Local ARRA funds:

1. Work with ADOT to see if there could be a funding 'swap' of MPO/Local ARRA funds for Surface Transportation Program (STP) funds, which would allow the unobligated projects to continue through the process and obligate by the end of federal fiscal year 2010 (September 30, 2010). This would depend on whether ADOT can use ARRA funds on freeway projects. This would be a coordinated effort between MAG and ADOT.
2. Transfer unprogrammed/available MPO/Local ARRA funds to Transit or Highway projects that are ready to obligate. The funds would not be 'swapped' and this could be a one way transfer.
3. Look into other Local projects that are ready to obligate by March 2, 2010. This will most likely be a limited pool of ready-to-go projects and might not be able to meet the amount of funds needed to be programmed.

TRANSIT ARRA PROJECTS

In February 2009, the Regional Council approved a list of specific projects to be funded with ARRA transit funds. There was not a backup list approved. Like the ARRA funded Highway projects, transit projects are coming in below their original cost estimate. This issue will be discussed through the Regional Public Transportation Authority (RPTA) committee process in August and September, and a recommendation from the RPTA Board will be heard through the MAG committee process in September and October.

American Recovery Investment Act (ARRA) - ADOT Allocation Update

KEY

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

Prioritized by Regional Council (R.C) - Currently Funded with ARRA										
R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	\$28,200.0	\$26,271.6	\$1,928.4	\$1,928.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	\$13,368.5	\$13,314.1	\$54.4	\$1,982.8	Construction started on August 7, 2009
3	#	Yes	SR802: L202 to Ellsworth	Design & ROW		\$20,400.0			\$1,982.8	This project was advanced from Phase III (2016-2020). The 2009 State Budget fix, removed the State STAN funds; this project is currently unfunded. The design component is \$12 million. The completion of the Environmental Assessment is uncertain at this t
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BID 10/23/09	\$45,000.0	\$44,263.2*	\$736.8	\$2,719.6	The bid is expected to be opened on October 23, 2009.
5	4	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	STB 8/14/09	\$11,200.0	\$7,647.2	\$3,552.8	\$6,272.4	Project is currently with State Transportation Board
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	\$9,100.0	\$8,239.6*	\$860.4	\$7,132.9	The bid is expected to be opened on September 25, 2009.
7	6	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	BID 8/21/09	\$18,600.0	\$11,042.3*	\$7,557.7	\$14,690.6	The bid was opened on August 21, 2009. The lowest bid was \$11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BID 9/25/09	\$3,900.0			\$14,690.6	The bid is expected to be opened on September 25, 2009.
ARRA Funds Available as of September 15, 2009 to be programmed:									\$14,690.6	

Projects Recommended to be Funded with Available ARRA Funds Based on Project Readiness - Currently Unfunded with ARRA										
R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
9	8**	Yes	Loop 101: Northern to Grand SB	Auxiliary lane - 3 miles		\$3,000.0			\$11,690.6	Project is ready to move forward. This project is requested to be combined with un-prioritized auxiliary lane project, Loop 101: 51st Ave to 27th Ave EB. Conformity would have to be assessed.
10	#	Yes	Loop 101: Olive Avenue	TI Improvements		\$3,000.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
11	#	Yes	SR 74: MP 13 - MP 15	Construct Passing Lanes		\$3,200.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010.
12	9	Yes	I-17: I-10 to Indian School	Southbound Roadway Improvements		\$1,500.0			\$10,190.6	Final plans due by end of August 2009. Project requested to be funded based on project readiness.

American Recovery Investment Act (ARRA) - ADOT Allocation Update

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
13	#	Yes	Regionwide	Construct Noise Walls		\$15,600.0				This project is still in development and may not make the March 2, 2010 ARRA obligation deadline. Project readiness needs to be monitored. There is current funding committed for the project in 2010. Revised to \$15.6M at the January 2009 Regional Council
#	8**	No	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane		\$3,000.0			\$7,190.6	Project is ready to move forward. This project is requested to be combined with auxiliary lane project, Loop 101: Northern to Grand SB. Conformity would have to be assessed.
#	10	Yes	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements		\$23,000.0			(\$15,809.4)	The project is projected to be ready to advertise by November 2009. Recommend as a "catch-all" for all remaining ARRA funds after previous bids are submitted.
#	11	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.		\$2,500.0			(\$18,309.4)	This is a carry-over from Prop. 300. Project ready to Obligate.

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

R.C. Priority Order	Recommendation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	12	No	SR 87: Gilbert - Shea	Pavement Preservation		\$3,000.0			(\$21,309.4)	Work currently underway.
#	13	No	I-8: Gila Bend Rest Area	Pavement Preservation		\$10,000.0			(\$31,309.4)	
#	14	No	I-8: MP 121 - Rest Area	Pavement Preservation		\$21,000.0			(\$52,309.4)	
#	15	No	US 60: San Domingo - Whitmann	Pavement Preservation		\$11,000.0			(\$63,309.4)	
#	16	No	US 60: Wickenburg to San Domingo Wash	Pavement Preservation		\$3,777.0			(\$67,086.4)	
#	#	Yes	Loop 303: Greenway to Mountain View	Construction		\$135,000.0				Conformity would have to be redetermined. This project is being advanced from 2012 to 2010. Will not be ready to obligate.
#	#	No	Loop 202: MP 10 - MP 17	Sign Replacement		\$1,150.0				
#	#	No	SR 51: MP 7 - MP 14	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 112 - MP 129	Sign Replacement		\$1,500.0				
#	#	No	I-10: MP 129 - MP 146	Sign Replacement		\$1,500.0				
#	#	No	I-17: MP 194 - MP 201	Sign Replacement		\$1,500.0				

American Recovery Investment Act (ARRA) - ADOT Allocation Update

R.C. Priority Order	Recommen dation	Prop. 400 Project	Project Location	Project Description	Status	Prog. Cost ('000s)	Actual Cost ('000s)	Diff. ('000s)	Avail. Funding ('000s)	Project Notes
#	#	No	Various Routes	Guard Rails		\$1,800.0				
#	#	No	I-17: 19th Avenue - 16th Street	Pavement Replacement		\$1,500.0				

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

September 15, 2009

SUBJECT:

Don't Trash Arizona Litter Prevention and Education Program Update

SUMMARY:

The Regional Transportation Plan (RTP) includes \$279 million for the freeway maintenance program, including litter control. In November 2003, MAG and the Arizona Department of Transportation (ADOT) signed a joint resolution that included a commitment to develop a long-term litter prevention program to help reduce freeway litter and defray pickup costs.

To help accomplish this goal, in 2006, MAG implemented the Litter Prevention and Education Program for the Regional Freeway System in the MAG region, also known as *Don't Trash Arizona*. The purpose of the program is to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. MAG, with the assistance of its consultant, RIESTER, works cooperatively with ADOT, which manages the program for the state outside of Maricopa County.

In September 2008, the MAG Regional Council approved the selection of RIESTER as the consultant to design and implement the FY 2009 Litter Prevention and Education Program in conjunction with MAG. Efforts this year have included the development of a dynamic display board for use at schools and special events, the development of partnerships with broadcast media to focus on the dangers of road debris, a motivational speaker's tour targeting college campuses, and a focus on updating the *Don't Trash Arizona* Web site to include interactive features attractive to teens at about the time they are learning to drive.

A recent evaluation survey of 637 Maricopa County residents found that one-half of Valley residents have heard the *Don't Trash Arizona* message in Maricopa County, with 62 percent of the target audience of males between the ages of 18-34 aware of the slogan. Since the inception of the program, there has been a 55 percent increase in awareness of the litter hotline, and a 20 percent increase in awareness of the anti-litter Web site, www.DontTrashAZ.com. ADOT reports a reduction of litter complaints by 60 percent. Last year, the Department of Public Safety cited a reduction in citations for freeway littering by 25 percent and unsecured loads by 30 percent, and credited the *Don't Trash Arizona* program. In July 2009, the *Don't Trash Arizona* program received a Silver Anvil Award of Excellence from the Public Relations Society of America for outstanding strategic public relations planning and implementation. The program was cited in this international competition for its innovation, creativity and measurable results.

The MAG FY 2010 Unified Planning Work Program and Annual Budget includes \$300,000 in funding for litter prevention and education. Based on the significant successes experienced by this program, in October 2009 MAG will recommend to the MAG Management Committee and Executive Committee that an option to extend the contract with RIESTER for at least one additional year be exercised and the contract be amended to include \$300,000 budgeted in the MAG FY 2010 Unified Planning Work Program and Annual Budget.

An update on the program efforts and the findings of the current evaluation survey will be provided.

PUBLIC INPUT:

Two focus groups were conducted for the Maricopa Association of Governments, in conjunction with its consultant, RIESTER, on December 17, 2008, as part of the *Don't Trash Arizona* Litter Prevention and Education Program. The purpose of the focus groups was to provide insight into littering perspectives and behavior among the target littering group of males who are between the ages of 18 and 34. In addition, a telephone survey was completed in September 2009 by WestGroup Research of more than 600 Maricopa County residents. Results of the survey will be provided at the meeting and made available on the *Don't Trash Arizona* Web site.

PROS & CONS:

PROS: Research suggests that prevention programs can change public perception and habits regarding litter. Properly maintained freeways are important to the quality of life of the residents of this region and to the image projected to tourists and economic development prospects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Regional Transportation Plan includes \$279 million in funding for landscape maintenance and noise mitigation, with a small portion allocated for litter prevention and education. The FY 2010 campaign will build on efforts of the *Don't Trash Arizona* campaign to date.

POLICY: An effective litter prevention and education program will help change the behavior of offenders, improve visual aesthetics along the MAG Regional Freeway System, enhance tourism and economic development prospects, and ultimately reduce the cost of freeway maintenance.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

On September 17, 2008, the MAG Regional Council approved a recommendation that RIESTER be selected to design and implement the FY 2009 Litter Prevention and Education Program for the Regional Freeway System in the MAG Region, for an amount not to exceed \$380,000. The action included a provision that the base contract period shall be a one-year term but that MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability. The FY 2010 Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes \$300,000 for litter prevention and education efforts.

MEMBERS ATTENDING

- Mayor Mary Manross, Scottsdale, Chair
- Vice Mayor Peggy Neely, Phoenix, Vice Chair
- # Councilmember Robin Barker, Apache Junction
- # Mayor Marie Lopez Rogers, Avondale
- + Vice Mayor Elaine May for Mayor Jackie Meck, Buckeye
- * Mayor Wayne Fulcher, Carefree
- Councilmember Dick Esser, Cave Creek
- # Mayor Boyd Dunn, Chandler
- Mayor Fred Waterman, El Mirage
- Treasurer Pamela Mott for President Clinton Pattea, Fort McDowell Yavapai Nation
- Mayor Jay Schlum, Fountain Hills

- # Mayor Fred Hull, Gila Bend
- * Governor William Rhodes, Gila River Indian Community
- Mayor Steven Berman, Gilbert
- Mayor Elaine Scruggs, Glendale
- * Mayor James M. Cavanaugh, Goodyear
- Councilmember Roy Perez for Mayor Frank Montiel, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Supervisor Max W. Wilson, Maricopa County
- Mayor Scott Smith, Mesa
- Councilmember Jini Simpson for Mayor Vernon Parker, Paradise Valley
- Mayor Bob Barrett, Peoria

Mayor Art Sanders, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
* Mayor Lyn Truitt, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson

* Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
Felipe Zubia, State Transportation Board
Victor Flores, State Transportation Board
David Martin, Citizens Transportation
Oversight Committee

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

CONTACT PERSON:

Kelly Taft, MAG, 602-254-6300.