

November 7, 2005

TO: Members of the Transportation Policy Committee
Freeway Maintenance/Noise Mitigation Subcommittee

FROM: Councilwoman Peggy Bilsten, Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Monday, November 14, 2005 - 1:30 p.m.
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee Freeway Maintenance/Noise Mitigation Subcommittee is scheduled for the time and place noted above. Members of the Subcommittee may attend the meeting either in person, by videoconference, or by telephone conference call. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

Please park in the garage under the Compass Bank Building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

If you have any questions, please contact Tom Remes, MAG Senior Policy Planner, at (602) 254-6300.

**TRANSPORTATION POLICY COMMITTEE
 FREEWAY MAINTENANCE/NOISE MITIGATION SUBCOMMITTEE
 TENTATIVE AGENDA
 November 14, 2005**

COMMITTEE ACTION REQUESTED

- | | |
|--|--|
| <p>1. <u>Call to Order</u></p> | |
| <p>2. <u>Call to the Audience</u></p> <p>An opportunity will be provided to members of the public to address the Transportation Policy Committee Freeway Maintenance/Noise Mitigation Subcommittee 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 Subcommittee 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>2. Information.</p> |
| <p>3. <u>Approval of May 25, 2005 Meeting Minutes</u></p> | <p>3. Review and approve the May 25, 2005 meeting minutes.</p> |
| <p>4. <u>Approval of the Prioritization of the Rubberized Asphalt Plan</u></p> <p>The Regional Transportation Plan (RTP) programmed \$75 million for freeway noise mitigation. The Transportation Policy Committee Freeway Maintenance/Noise Mitigation Subcommittee, in cooperation with the Arizona Department of Transportation (ADOT), will be making recommendations on the phasing of the remaining freeway segments to receive rubberized asphalt ("quiet pavement"). ADOT staff will provide an overview of the recommended priority of the future rubberized asphalt plan. The recommended plan breaks down to four phases and the paving of approximately 28 miles of the freeways throughout the Maricopa County region. Please refer to the enclosed material.</p> | <p>4. Recommend approval of the remaining rubberized asphalt plan.</p> |

5. Litter Prevention and Education Program Request for Proposals

At the May 25, 2005 TPC Freeway Maintenance/Noise Mitigation Subcommittee meeting, there was consensus to create a Request for Proposal (RFP) wherein RTP funds would be allocated for a litter prevention and education campaign.

The subcommittee moved to approve that state funds be combined into the ADOT-MAG contract and a regional RFP be issued through MAG. ADOT and MAG will work cooperatively on all elements of the program. It is recommended that ADOT fund \$100,000 and MAG fund \$200,000 for a total RFP amount of \$300,000. At the last meeting, members requested that staff return with a new scope of work, objective, and cost for consideration.

6. ADOT Litter and Landscape Program Overview

At the May 25, 2005 TPC Freeway Maintenance/Noise Mitigation Subcommittee meeting, a presentation by ADOT was given on freeway maintenance, its funding, and its accountability. To ensure that the \$279 million allocated in the Regional Transportation Plan are appropriately accounted for, ADOT is establishing a new maintenance subprogram that will enable the funding to be monitored and the overall performance tracked. It is proposed that ADOT is to expend the maintenance funding according to a schedule adopted by MAG with individual authorization approved by MAG for each project as needed. Additionally, each year the projects authorized by MAG would be included in the ADOT Financial Audit to ensure compliance with the purpose, scope and schedule for the funds. Also, the MAG Annual Report will provide a progress report on the maintenance program.

Since the last subcommittee meeting, ADOT has been gathering the data requested by members. The attached memorandum covers litter control, landscape maintenance, program management, performance measurement, and the current and proposed budget. ADOT staff will be presenting the information.

5. Information, discussion and possible action.

6. Information, discussion and possible action to authorize ADOT to expend the maintenance funding according to a schedule adopted by MAG with individual authorization approved by MAG for each project as needed. Additionally, each year the projects authorized by MAG would be included in the ADOT Financial Audit to ensure compliance with the purpose, scope and schedule for the funds.

7. Information Needed for Next Meeting

Subcommittee members will be requested to advise staff regarding information that may be needed for the next meeting.

7. Information and discussion.

MINUTES OF THE
TRANSPORTATION POLICY COMMITTEE
FREEWAY MAINTENANCE/NOISE MITIGATION SUBCOMMITTEE MEETING
May 25, 2005
MAG Offices
302 North 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Bilsten, Phoenix, Chair
Mayor James M. Cavanaugh, Goodyear
Mayor Hugh Hallman, Tempe

Vice Mayor Pat Dennis, Peoria
Councilmember Dan Schweiker,
Paradise Valley

* Not present

Participated by videoconference or telephone conference call

1. Call to Order

The Transportation Policy Committee Freeway Maintenance/Noise Mitigation Subcommittee meeting was called to order by Chair Peggy Bilsten at 3:30 p.m.

Chair Bilsten stated that transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

2. Call to the Audience

Chair Bilsten noted that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out the public comment cards. She stated that there is a three minute time limit. Public comment is provided at the beginning of the meeting for 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. Chair Bilsten stated that there were no public comment cards received.

3. Update on the Role of the Freeway Maintenance/Noise Mitigation Subcommittee

Tom Remes reviewed the memorandum on the Role of the Freeway Maintenance/Noise Mitigation Subcommittee. He stated the members requested that staff report on the scope of use of the \$279 million for freeway maintenance; the scope of use of the \$75 million for freeway noise mitigation; and MAG's legal authority over the Regional Transportation Plan (RTP) funds. He explained that MAG's ability to make decisions on the use of RTP funds is derived from both federal and state legislation. Federal law required that the Governor of the state designate the agency to serve as the Metropolitan Planning Organization(MPO). As the MPO, MAG has specific transportation related responsibilities which include preparing a five-year TIP that includes all regionally significant transportation projects in the region. Mr. Remes noted that state law gives other examples of how

MAG has the authority to make decisions on the use of regional funds. A General Counsel opinion (R-46-125) by the Arizona Legislative Council in October 2004, reconfirmed that MAG is responsible for transportation planning in the region.

Mr. Remes reported on the scope of use of the \$279 million for freeway maintenance. He stated that there are two general components under freeway maintenance - landscaping and litter. Mr. Remes reviewed the options regarding landscaping and litter, including litter pick-up, sweeping and prevention and education. Mr. Remes noted that ADOT is coordinating a statewide litter prevention and education program. He stated that the concept of combining a Request for Proposals (RFP) will be discussed under the next agenda item.

Mr. Remes reported on the scope of use of the \$75 million for noise mitigation. He noted that improvements have been made to lessen the impact of freeway noise with "quiet pavement" and sound walls. Mr. Remes stated that the subcommittee, working with ADOT, may address how the noise mitigation projects will be funded and how they can be scheduled. Vice Mayor Dennis asked what contributes to the decibel level that impacts freeway noise. Shannon Wilhelmsen replied that ADOT has drafted a noise policy that can be distributed to the members for comment. Mr. Anderson added that this policy sets guidelines on when ADOT is required to do noise mitigation. Vice Mayor Dennis stated that is what she wants to know. Mr. Anderson noted that this is what this money is set aside to cover.

Chair Bilsten recognized public comment from Steve Dreiseszun. Mr. Dreiseszun stated that he lives in the FQ Story historic district in Phoenix. He noted that rubberized asphalt is great for noise mitigation, but that is not the only tool available. He stated that another solution is to reduce truck traffic. Chair Bilsten thanked Mr. Dreiseszun for his comments.

4. Litter Prevention and Education Program Request for Proposals

Mr. Remes reviewed the scope of work for a litter prevention and education program for the Regional Freeway System in Maricopa County that was at each members place. Mr. Remes suggested that ADOT and MAG combine funds and incorporate joint ideas into the Litter Prevention and Education Program Scope of Work. The concepts of the scope could be to contract with MAG, keep bi-lingual, use the media to get the message out, work to develop measurable criteria and have a one year contract with the option to renew. Chair Bilsten stated that it is a great idea to have MAG and ADOT develop a strong message. Mr. Smith agreed that this is the best way to go. Vice Mayor Dennis added that the enforcement aspect is important. She asked the value of the current fines. Ms. Wilhelmsen stated that there is a litter hotline. She noted that there is not a measuring tool in place to know if litter is effected by fines or the hotline. Mr. Anderson stated that he suspects that enforcement on litter is not great because the focus of DPS is on safety and traffic. Subcommittee members that it is important to enforce littering penalties. Is there national best practices for enforcement techniques and programs?

Councilmember Dan Schweiker moved to approve that state funds be combined into the ADOT-MAG contract and a regional RFP be developed and issued through MAG. Mayor Hallman seconded, and the motion carried unanimously.

Vice Mayor Pat Dennis requested that a dollar amount be attached to RFP. Chair Bilsten asked staff to bring back more information.

5. Accountability of the RTP Freeway Maintenance/Noise Mitigation Funds

John Hauskins, Phoenix Maintenance District Engineer, provided a summary of costs with 2006 estimates on roadway and landscaping. He reviewed historical spending for litter/landscape items. Mr. Hauskins explained that landscape maintenance as it is now, maintains the formal landscape along the urban freeways, removes litter and oversees Adopt-a-Highway volunteers. He noted that there are six maintenance organizations in the metro area, 72 full-time maintenance employees and 207 miles (4950 acres) maintained. Mr. Hauskins reviewed the current and proposed funding for RTP items. He noted that additional funding will increase litter crews from two to eight in the metro area, allow pickups in areas not covered and increase number of pickups, increase sweeping on new freeways and existing ones, spraying and removal of weeds valley wide, removal of hazardous or unsightly tree limbs and bushes and reduction of transient camp areas. Mr. Hauskins reviewed the major expenditures, including weeds (45%), litter (25%) and trimming and irrigation (13% and 12% respectively). Chair Bilsten thanked Mr. Hauskins for his report.

Vice Mayor Dennis asked how the level of service is quantified. She stated that landscaping needs to be maintained, which includes replacement. Mayor Cavanaugh noted that he is concerned about how to integrate ADOT's existing budget and the \$279 million from the RTP. Ms. Wilhelmsen suggested these questions be directed to the Chief Financial Officer at ADOT, John McGee. She stated that he could provide the members with an overview and the structure of ADOT's accounting system. Mayor Hallman stated that the outcome is easy, we want to clean up the freeways, county-wide. How this is measured will be more challenging. He suggested to start with where the money is spent now. It is useful to know the current efforts. He noted that ADOT would identify what needs more work and what does not. Mayor Hallman suggested gathering as much information and data on current efforts and then making decisions on future efforts. Councilmember Schweiker agreed that the outcome is easy to identify, but how it is measured will be difficult.

Mayor Cavanaugh asked if ADOT employees picked up litter in the "hot spots" described by Mr. Hauskins. Mr. Hauskins replied that ADOT has contractors pick the litter up. Mayor Cavanaugh asked if there could be more discussion on ADOT policies regarding litter pick up. Committee members requested more information on the frequency of pick ups and existing "hot spots." Additionally, there should be some performance measurements in place to determine if there is progress being made.

6. Information Needed for Next Meeting

Chair Bilsten suggested looking at best practices as part of the education component. She also suggested working with ADOT to gather more information and data on current efforts and suggested future efforts to improve freeway maintenance, noise mitigation and litter control. Chair Bilsten also suggested cancelling the June meeting and waiting to call another meeting until all of the requested information is gathered. She also asked that the agenda and materials be sent to the members at least a one week or more before the meeting date. Mayor Hallman concurred that he

needed more than a couple days to review the information. He requested that all of the supporting material be sent out and not just delivered at the meeting.

7. Adjournment

There being no further business, the meeting was adjourned at 4:17 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 7, 2005

SUBJECT:

Approval of the Prioritization of the Rubberized Asphalt Plan

SUMMARY:

The Regional Transportation Plan (RTP) programmed \$75 million for freeway noise mitigation. The Transportation Policy Committee Freeway Maintenance/Noise Mitigation Subcommittee, in cooperation with the Arizona Department of Transportation (ADOT), will be making recommendations on the phasing of the remaining freeway segments to receive rubberized asphalt ("quiet pavement"). ADOT staff will provide an overview of the recommended priority of the future rubberized asphalt plan. The recommended plan breaks down to four phases and the paving of approximately 28 miles of the freeways throughout the Maricopa County region.

The proposed phasing of remaining segments for rubberized asphalt is:

Phase 7 (Summer 2006)

- I-10 from Dysart to 67th Avenue

Phase 8 (Spring 2007)

- I-10 from Van Buren to Baseline

Phase 9 (Summer 2007)

- US 60 from Crismon to Meridian
- I-10 from 27th Avenue to 19th Avenue
- Loop 202 from 48th Street to Kyrene
- State Route 153 from Van Buren to University

Phase 10 (Spring 2008)

- I-10 from Ray to Wild Horse Pass
- State Route 143 from Van Buren to I-10

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval will allow the remaining freeway segments to receive rubberized asphalt. ADOT will be able to program dates into their construction schedule.

CONS: If not approved, it would result in a delay of the rubberized asphalt program on all remaining freeway segments.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Funding for these projects has already been programmed in the Regional Transportation Plan.

POLICY: Approval will allow for the rubberized asphalt program to move forward efficiently and will address neighborhood concerns.

ACTION NEEDED:

Recommend approval of the prioritization of the remaining rubberized asphalt plan.

PRIOR COMMITTEE ACTIONS:

None

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300

REVISED PROGRAM BREAKDOWN BY PROJECT

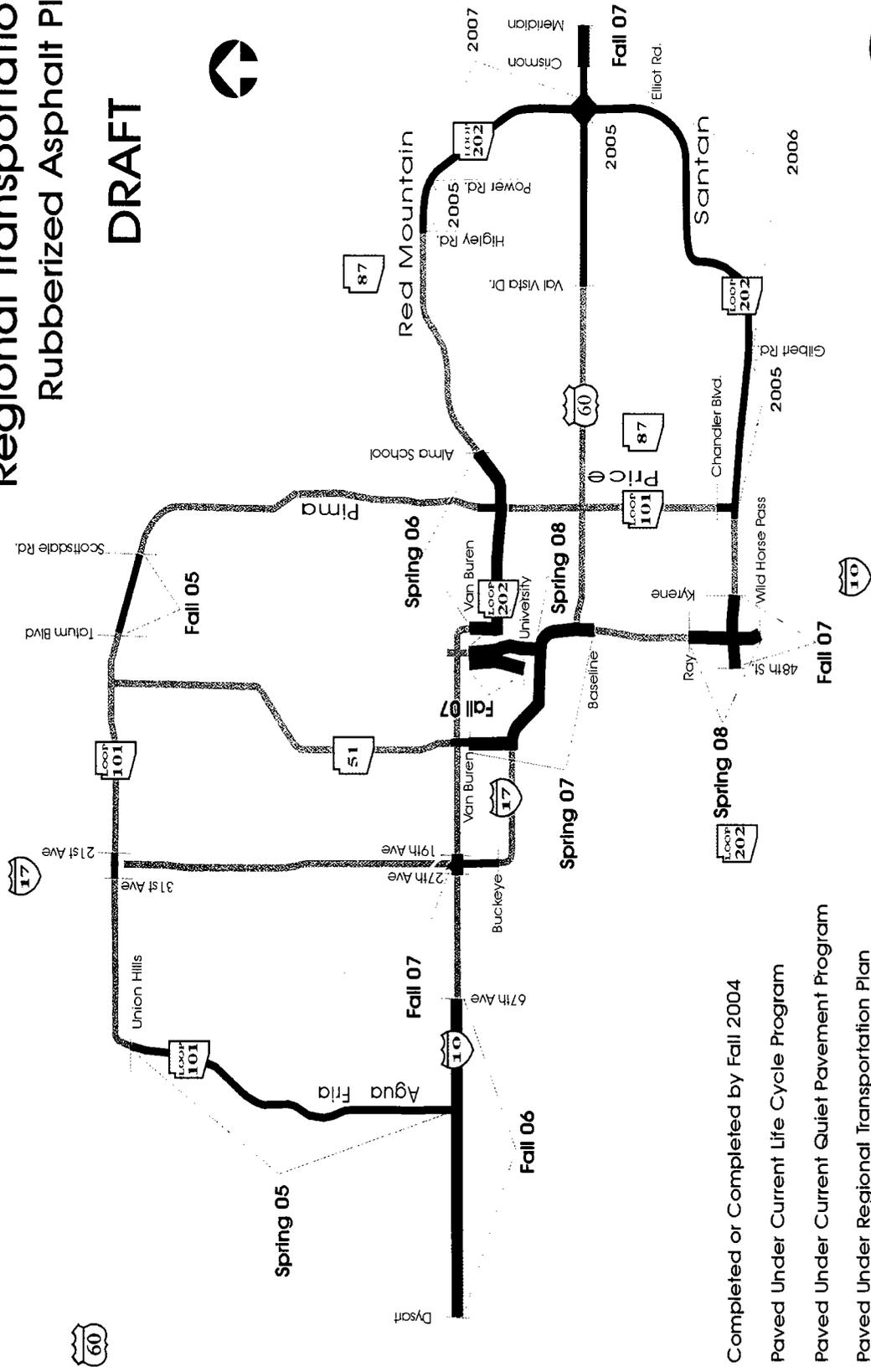
	Advertise	FY Advertise	Construct	Description	Mile Post	TOTAL Construction Cost	Bridge Repair Cost	CONSTRUCTION COST Excluding Bridge Repair	Design Cost	Total Project Cost
CURRENT QUIET PAVEMENT PROGRAM										
PHASE 6	Apr-05	2005	Aug-05	SR 202L : Van Buren - Alma School	MP 4.29 to MP 11.70	\$9,075,345	\$1,417,975	\$7,657,370	\$76,368	\$9,151,713
					SUBTOTAL	\$9,075,345	\$1,417,975	\$7,657,370	\$76,368	\$9,151,713
PHASE 7	Mar-06	2006	Aug-06	I-10 : Dyarst - 67th Ave	MP 129.72 to MP 137.65	\$7,174,872	\$178,020	\$6,996,852	\$63,168	\$7,238,040
					SUBTOTAL	\$7,174,872	\$178,020	\$6,996,852	\$63,168	\$7,238,040
					2006 FY SUBTOTAL	\$16,250,217	\$1,595,995	\$14,654,222	\$139,536	\$16,389,753
PHASE 8	Oct-06	2007	Mar-07	I-10 : Van Buren - Baseline	MP 149.40 to MP 155.64	\$11,615,081	\$1,074,885	\$10,540,196	\$95,256	\$11,710,337
					SUBTOTAL	\$11,615,081	\$1,074,885	\$10,540,196	\$95,256	\$11,710,337
PHASE 9	Mar-07	2007	Aug-07	* US 60 : Crismon - Meridian I-10 : 27th Ave - 19th Ave SR 202L : 48th St - Kyene SR 153 : Van Buren - University	MP 192.39 to MP 194.41 MP 142.65 to MP 143.78 Sta 1972+74 to Sta 2097+89 MP 1.76 to MP 3.50	\$1,731,891 \$3,651,305 \$4,839,326 \$1,081,316	\$84,000 \$1,493,200 \$0 \$1,091,316	\$1,647,891 \$2,168,105 \$4,839,326 \$1,091,316	\$16,180 \$25,410 \$4,863,966 \$9,135	\$1,750,071 \$3,686,715 \$4,863,966 \$1,090,451
					SUBTOTAL	\$11,313,839	\$1,577,200	\$9,736,639	\$77,385	\$11,391,224
					2007 FY SUBTOTAL	\$22,928,920	\$2,652,065	\$20,276,835	\$172,641	\$23,101,561
PHASE 10	Oct-07	2008	Mar-08	I-10 : Ray - Wild Horse Pass SR 143 : Van Buren - I 10	MP 158.57 to MP 161.00 MP 0.00 to MP 2.78	\$4,586,876 \$2,131,262	\$159,255 \$439,600	\$4,427,623 \$1,692,662	\$53,160 \$27,270	\$4,640,038 \$2,159,532
					SUBTOTAL	\$6,718,140	\$597,855	\$6,120,285	\$80,430	\$6,798,570
					2008 FY SUBTOTAL	\$6,718,140	\$597,855	\$6,120,285	\$80,430	\$6,798,570
					FUTURE PROGRAM TOTAL	\$45,897,277	\$4,845,935	\$41,051,342	\$392,607	\$46,289,884

Notes:
 1) Bridge costs have subtracted the joint reconstruction cost shown on the detailed estimate

ARFC Program 2005 - 2008

Regional Transportation Plan Rubberized Asphalt Plan

DRAFT



- Completed or Completed by Fall 2004
- Paved Under Current Life Cycle Program
- Paved Under Current Quiet Pavement Program
- Paved Under Regional Transportation Plan

Date (Blue Color) : Construction Start Date



**Maricopa Association of Governments Request for Proposals –
Litter Prevention and Education Program for the Regional Freeway System in Maricopa County**

SCOPE OF WORK

Introduction

The Maricopa Association of Governments (MAG) is requesting proposals from qualified consultants for a **Litter Prevention and Education Program for the Regional Freeway System in Maricopa County**.

Background

The Maricopa Association of Governments is the designated Metropolitan Planning Organization (MPO) for transportation planning for the metropolitan Phoenix area. MAG is also the designated Air Quality Planning Agency for the region. The MAG membership consists of the 25 incorporated cities and towns within Maricopa County and the contiguous urbanized area, the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, the Fort McDowell Yavapai Nation, Maricopa County, the Arizona Department of Transportation (ADOT), and the Citizens Transportation Oversight Committee (CTOC). ADOT and CTOC serve as ex-officio members for transportation-related issues.

With the passage of Proposition 400 in November 2004, a new Regional Transportation Plan (RTP) was set in place to guide transportation investments for the next 20 years. The Maricopa Association of Governments and the Transportation Policy Committee (TPC) – working with local communities, state and regional agencies, business leaders, and the public – have developed the RTP. Technical studies conducted across the region, along with extensive public outreach and support from the business community, have all contributed to building a transportation plan that is designed to balance various needs throughout the region while meeting performance-based standards. One element of the RTP is additional money to supplement existing ADOT funding for freeway maintenance. In addition to adding funds to the RTP for landscaping, litter pick-up and sweeping for the regional freeway system in Maricopa County, funds were made available for a litter prevention and education program.

Research suggests that prevention programs can change public perception and habits regarding litter. Programs targeted at public education and litter prevention, such as litter fine signage, publications and brochures, videos for public service announcements and municipal cable channels are options to be evaluated. Properly maintained freeways are important to the quality of life of the residents of this region and to the image projected by this region to tourists and economic development prospects. The TPC is interested in hiring a consultant to develop and implement a strategy to increase public awareness as a way to reduce litter on the regional freeway system in Maricopa County and to establish an evaluative process to measure the success of the program. This program will be developed in cooperation between MAG and ADOT.

Proposed Tasks

The consultant is encouraged to be creative in developing a sound analytical approach which achieves the goals for this project. The consultant is urged to be as specific as possible when describing the activities that will be performed to support each task. The consultant is also urged to make maximum use of matrices, tables and drawings in working papers produced for the project to ensure conciseness and clarity and to minimize the amount of text required. In preparing a proposal for consideration by MAG, the consultant will not be required to adhere strictly to the proposed tasks specified below. Additional tasks may be warranted.

Task 1 Refine Scope of Work

Throughout the course of this project, inquiry and discussion may result in some revisions to the Scope of Work and Project Schedule. As necessary, the consultant will refine the Scope of Work for this project based upon professional experience and input from MAG and ADOT. This work will be performed under the general direction of the MAG project manager. The consultant will prepare documentation of any such revision, including a revised labor/dollar allocation and project task cost breakdown, and submit the revision to MAG for approval.

**Maricopa Association of Governments Request for Proposals –
Litter Prevention and Education Program for the Regional Freeway System in Maricopa County**

Task 2 Review Existing Litter Programs in Arizona and Other States

The consultant will conduct a review of litter programs in Arizona and other states and document the results. For Arizona, the consultant will examine the Arizona Department of Transportation Program to ensure that the program developed by MAG complements the state program. The review of the program in Arizona and other states shall identify best practices. This review should, at a minimum, address the following: What litter prevention and education programs does Arizona and other states have for their freeway system? What are the characteristics of the programs such as the tasks involved and the products developed? What are the goals and objectives of other programs? How are these programs funded? How do these programs measure success?

Task 3 Define the Problem

The consultant will define the freeway litter problem. This should include at a minimum: Who are the primary offenders? Who is the target audience for the Litter Prevention and Education Program? How does the Maricopa County region compare with the rest of the state on a per capita basis? What are the consequences of freeway littering? What have the states identified in Task 2 defined as the problem?

Task 4 Establish Program Objectives and Measurement Criteria

The consultant will define the objectives of the proposed litter prevention and education program based upon input from MAG staff and member agencies. This will establish the direction for the development of the program and provide a framework for evaluating the outcome. The objectives shall be stated in a way that the program outcomes can be measured and the success of the program gauged. The issues to be considered should include at a minimum: What is the key message? What will the content look like? How will the message be conveyed? What mediums are recommended to convey the message in the most effective manner? How will the program be branded through an identifiable logo and tag line? How will the message be crafted for this bilingual (English/Spanish) region?

The consultant will also develop measurement criteria that will be used to monitor the impact and ultimately the success of the program. For example, if a program objective is “changing knowledge, opinions and behaviors of the key audience”, objective measurement criteria need to be established that can be used to determine whether the program has brought about such changes in the target audience.

Task 5 Identify and Evaluate Alternatives

The consultant will identify at least three alternatives designed to accomplish the program objectives. A status quo alternative will also be identified as a base against which the other alternatives will be compared.

Criteria for evaluating the alternatives will also be identified with input from MAG member agencies. The criteria could include the extent to which the alternative achieves program goals, ease of use, adaptability to changing environment, cost, and any other factors deemed appropriate.

Task 6 Develop a Recommended Program for the Maricopa County Region

Based on the evaluation conducted in Task 5, and input from MAG, the consultant will develop a recommendation for the Maricopa County region. A matrix will be prepared which summarizes the advantages and disadvantages of each alternative as defined in Task 5 to provide an understanding of how the final recommendation was derived.

**Maricopa Association of Governments Request for Proposals –
Litter Prevention and Education Program for the Regional Freeway System in Maricopa County**

Task 7 **Develop an Implementation Plan**

The consultant will prepare an implementation plan that identifies what needs to be done to carry out the recommended program. The implementation plan will identify at a minimum the sources of funding, what needs to be purchased, where program products will be placed, a schedule, and the identification of the roles and responsibilities of the parties for carrying out the program.

Task 8 **Prepare Final Report**

The consultant will provide a draft final report with Executive Summary based on the working papers. After the MAG project manager reviews and provides comments to the draft final report, the consultant will finalize the report and provide a electronic version and _____ bound copies to the MAG project manager.

Task 9 **Implement Program**

If selected, the consultant will implement the agreed upon Litter Prevention and Education Program. All program costs, which may include but is not limited to, media, collateral material, brochures, camera ready copies, displays, and signs, are the responsibility of the consultant as part of this scope of work.

Deliverable Products

The products of this project are listed below. Each working paper should present information in a succinct manner with extensive use of tables, matrices and drawings. The working papers ultimately will be consolidated into a final report. An administrative draft of each working paper will be submitted in both electronic and hard copy format to the MAG project manager for review. Comments from the MAG project manager will be incorporated into the working paper by the consultant, before it is distributed for external review. Comments received during the external review process will be incorporated into the working paper by the consultant, which will then become a chapter in the draft final report.

1. Working Paper 1, Revised Scope of Work and Project Schedule, as necessary, listing specific project tasks and a schedule for completion of each task (an administrative draft for review in electronic and hard copy format; and one electronic version and five hard copies of the revised Scope of Work and Project Schedule).
2. Working Paper 2, Review of Existing Litter Programs in Arizona and Other States (one initial administrative draft in electronic and hard copy format for MAG review; and one electronic version and ___ copies of the revised Working Paper).
3. Working Paper 3, Definition of Problem (one initial administrative draft in electronic and hard copy format for MAG review; and one electronic version and ___ copies of the revised Working Paper).
4. Working Paper 4, Program Objectives and Measurement Criteria (one initial administrative draft in electronic and hard copy format for MAG review; and one electronic version and ___ copies of the revised Working Paper).
5. Working Paper 5, Identification and Evaluation of Alternatives (one initial administrative draft in electronic and hard copy format for MAG review; and one electronic version and ___ copies of the revised Working Paper).
6. Working Paper 6, Recommended Program for the Maricopa County Region (one initial administrative draft in electronic and hard copy format for MAG review; and one electronic version and ___ copies of the Revised Working Paper).

**Maricopa Association of Governments Request for Proposals –
Litter Prevention and Education Program for the Regional Freeway System in Maricopa County**

7. Working Paper 7, Implementation Plan (one initial administrative draft in electronic and hard copy format for MAG review; and one electronic version and ___ copies of the Revised Working Paper for distribution).
8. Draft Final Report with Executive Summary (one initial draft in electronic and hard copy format for MAG review, and one electronic version and ___ copies of the Final Report for distribution).

November 7, 2005

TO: Members of the TPC Freeway Maintenance/Noise Mitigation Subcommittee

FROM: Eric Anderson, MAG Transportation Director
Tom Remes, MAG Senior Policy Planner

SUBJECT: ADOT LITTER AND LANDSCAPE PROGRAM OVERVIEW

The Regional Transportation Plan (RTP) developed by the Transportation Policy Committee allocated \$279 million for landscape maintenance. This program is funded from the extension of the one-half cent sales tax that was approved by the voters on November 2, 2004. The objective of this program is to improve visual aesthetics along the highway system in the MAG region. This is to be accomplished through the funds provided by Proposition 400 that will be in addition to the funding that ADOT has been spending in this region for litter control and landscape maintenance. To ensure that these funds are appropriately accounted for, ADOT is establishing a new maintenance subprogram that will enable the funding to be monitored and the overall performance of the program to be tracked.

The balance of this memorandum is divided into the following five sections:

- Litter Control Component
- Landscape Maintenance Component
- Program Management
- Performance Measurement
- Current and Proposed Budget by Activity

LITTER CONTROL COMPONENT

The litter control component consists of four major activities that include:

- Regularly scheduled litter pickup
- Hot spots that require more frequent pickup or one-time pickups
- Sweeping of the highway lanes and ramps
- Litter prevention education

Regularly Scheduled Litter Pickups

Current Service Levels

ADOT picks up litter weekly on the state highway system in only part of the region as shown in Figure 1. In these areas ADOT crews and contract crews are used for litter pickup for those areas that are visible from the highway. Local companies sponsor sections of the highway system in these areas in order to defray some of the costs. Litter pickup on the balance of the system is usually collected only quarterly and volunteers are commonly used for these areas.

Proposed Service Levels

ADOT recommends that the weekly service area be expanded as shown on Figure 1. The areas outside of this expanded service area would continue to have quarterly litter pickups until such time as it is determined that more frequent pickups are warranted. In addition, ADOT recommends expanding the litter pickup service to include areas within the ADOT right of way that may not be visible from the highway. These include the areas along the back lot lines of the right of way, hidden alleys and other less visible areas. Under the existing programs, these less visible areas are rarely cleaned.

Hot Spot Litter Pickup

Current Service Levels

Based on experience and calls from the public, ADOT also defines certain areas as “hot spots” that may need more frequent attention. These areas are inspected several times a week and ADOT crews are sent to these areas for additional litter pickup as resources allow. Figure 2 shows the areas that have been identified as regular hot spot areas that need more frequent service.

Proposed Service Levels

ADOT recommends that the hot spot program be structured to ensure that adequate resources are available to maintain the litter hot spots and to respond to special events along the highway system that may need one-time service. As part of the expanded program, ADOT recommends that a formal “maintenance hotline” be established for the public to report litter and other maintenance issues.

Sweeping of Lanes and Ramps

Current Service Levels

ADOT sweeps the through lanes of the highways once per week and the freeway on- and off-ramps every two weeks in the areas shown in Figure 3. Highways in the other areas of the region are swept only occasionally and only in response to a service request. ADOT uses certified PM-10 sweepers in the urban areas.

Proposed Service Levels

ADOT recommends increasing the frequency of sweeping to twice per week in the heavily traveled areas of the system and implementing a weekly sweeping schedule for the other areas in the region. The proposed semi-weekly and weekly sweeping areas are shown on Figure 3. ADOT also needs three additional certified PM-10 sweepers in addition to the two that the department currently has in service.

Litter Education and Prevention Program

Current Service Levels

ADOT has been contributing to the Arizona Clean and Beautiful program, which is a statewide program. Funding for this program has been limited, especially for a statewide program, and is not always available.

Proposed Service Levels

ADOT recommends that the department work closely with MAG to develop a joint program for litter education and prevention. The program would be specifically targeted to the MAG region and would concentrate on litter prevention education.

LANDSCAPE MAINTENANCE

Current Service Levels

ADOT's landscaping program consists of three major activities:

- Landscape Trimming – to maintain safety and visual sight distance, particularly at traffic interchanges and sign locations
- Irrigation System Maintenance – to ensure water conservation and maintain safety by preventing water from flooding roadways
- Weed Control and Removal – to maintain aesthetically pleasing roadway landscaping
- Landscape Restoration – to replace non cost effective and damaged irrigation systems, as well as to replace old, unhealthy, or dead plants

Although most of the freeways in the MAG region have formal landscape, there are areas that are not landscaped but rather are left with the natural vegetation. For example, I-17 north of the L101 and I-10 west of Bullard Avenue are not landscaped. As these areas are improved, they will be formally landscaped and then maintained as part of the program. All new freeways constructed will also be formally landscaped. Figure 4 shows the highways in the MAG region that are formally landscaped and those that are not. Figure 4 also shows the areas that ADOT believes are currently receiving an acceptable level of care for those landscape areas that are visible from the highways.

Proposed Service Levels

Figure 4 shows the expanded area that would be maintained at a higher level than currently is possible. ADOT also recommends expanding the existing landscape maintenance program to include tree and bush trimming beyond what is necessary for safety and visual sight distance reasons, which will enhance roadway aesthetics. ADOT is also recommending that the landscape maintenance be expanded to include less visible areas such as back line lots and hidden alleys. ADOT does recommend that more chemical preventative weed control techniques be used, which will limit weed germination and reduce the amount of weeds present in the landscaped areas.

PROGRAM MANAGEMENT

Management of the Proposition 400 funding for litter control and landscape maintenance is important to ensure that the additional funds are being spent in a cost effective manner and that the regional funds are not used to supplant existing ADOT funding. A key management tool will be the ADOT Life Cycle program review that will include a reconciliation of the budgeted amounts with the actual expenditures. Tracking of actual expenditures for these functions will be through the ADOT Pecos financial system. This system should provide expenditures by function and funding type so ADOT and MAG can track both ADOT funds and Proposition 400 funds. The MAG Annual Report will also include an analysis of how the regional funds are

being used for litter control and landscape maintenance. The table below shows freeway maintenance funding over the past five years.

Freeway Maintenance Funding
(Millions of Dollars)

Category	FY 01	FY 02	FY 03	FY 04	FY 05
Litter Pick Up	0.833	0.799	0.817	0.849	1.135
Sweeping	0.660	0.692	0.785	0.927	1.030
Litter Prevention and Education	0.110	0.110	0.110	0.110	0.110
Landscape	3.440	3.256	3.812	3.540	5.510

PERFORMANCE MEASUREMENT

Measuring the effectiveness of the litter control and landscape maintenance funds is needed to ensure that the program is meeting the needs of the region in a cost effective manner. ADOT has been working to develop an appropriate level of service measures for highway maintenance. Objective measures in the areas of litter and landscape maintenance are difficult to develop due to the inherently subjective nature of the aesthetics of a roadway and adjoining landscaped areas. Daily litter pickup for the system is not practical or cost effective. A highway section that is “clean” to one person may not appear to be “clean” to another. The level of effort needed to reach a given level of landscape maintenance will vary by season and by the weather conditions. Off-season rains, for example, may stimulate extraordinary plant growth dictating higher levels of landscape maintenance.

ADOT is proposing two initial methods to gauge on how well the litter control and landscape maintenance program is working. First, ADOT recommends reorienting its citizens complaint tracking and response system so that complaints related to litter, landscaping and sweeping issues can be monitored. The number of complaints should fall as litter is picked up more frequently, litter hotspots are responded to more quickly, and more landscape maintenance is conducted. This system would also allow for new “hotspots” to be identified and maintained on an on going basis. This will require that complaints and comments be collected and reviewed at a central point within ADOT.

Secondly, ADOT is proposing that periodic tours of the highway system be conducted for local elected officials or staff to survey the status of litter and landscape and “score” their observations as to the appearance of difficult aspects of the landscape and litter. The results of the surveys would then be tabulated, analyzed and reported. ADOT is currently using the scorecard process, but on a limited basis.

Both of these proposed measurement techniques could result in refinements to the program to resolve specific issues discovered or to improve the overall performance of the programs.

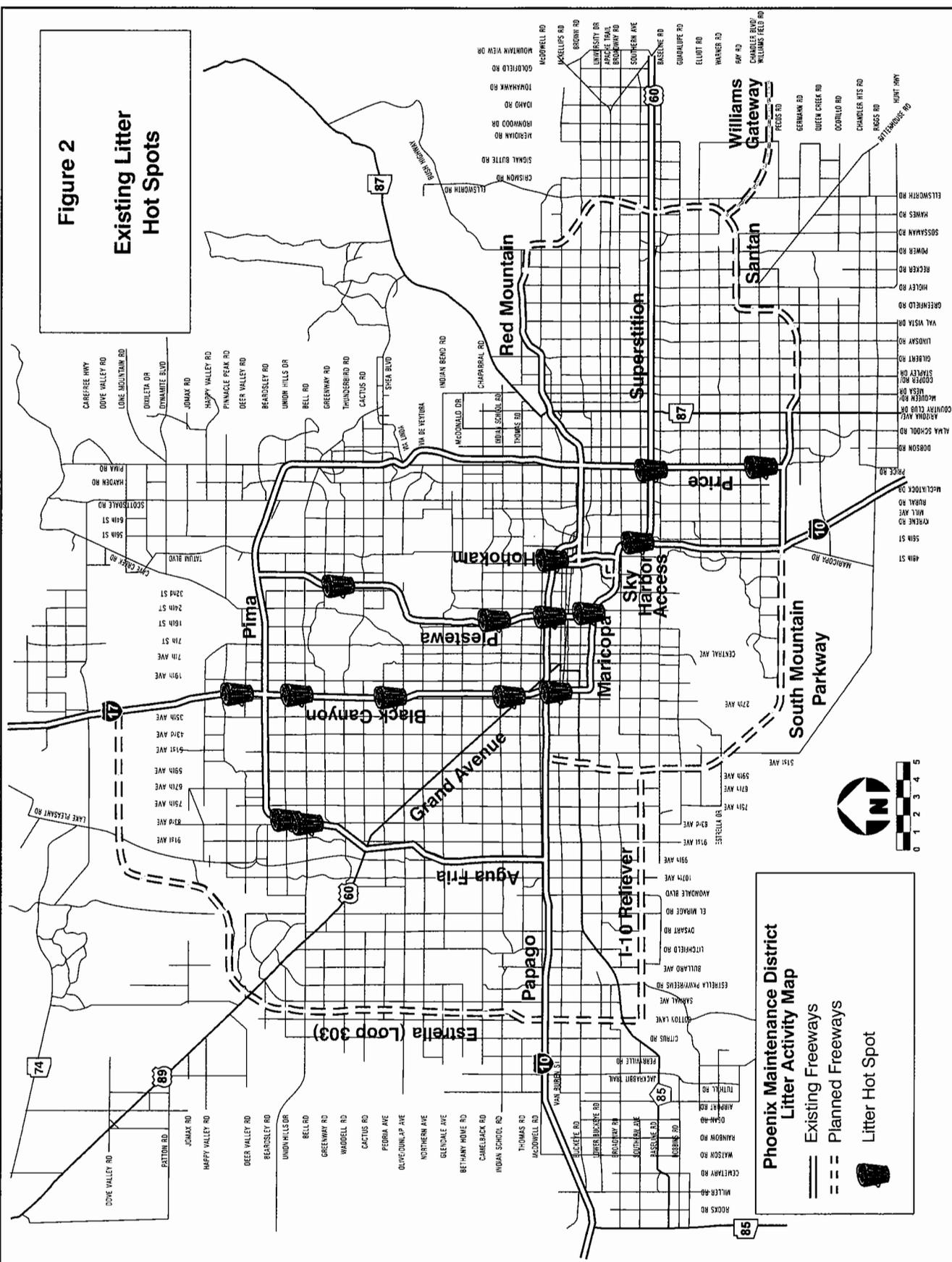
PROPOSED BUDGET

ADOT is proposing that approximately \$6.0 million of Proposition 400 funds be used to augment ADOT resources in FY 2006 and in FY 2007. Funding in future years can be determined as the effectiveness is reviewed and as new freeways miles are added to the system. The table below shows the major budget categories and funding for FY 2005. The recommended funding from Proposition 400 by budget category is also shown and the total budget by category for FY 2006.

Proposed FY 2006 Budget for Litter Control and Landscape Maintenance
(Millions of Dollars)

Category	FY 05 ADOT Funding	Prop. 400 Funds	Total Budget
Litter Pick Up	1.135	1.800	2.935
Sweeping	1.030	0.400	1.430
Litter Prevention and Education	0.100	0.200	0.300
Landscape	5.510	3.500	9.010
TOTAL	\$7.775	\$5.900	\$13.675

Figure 2
Existing Litter Hot Spots

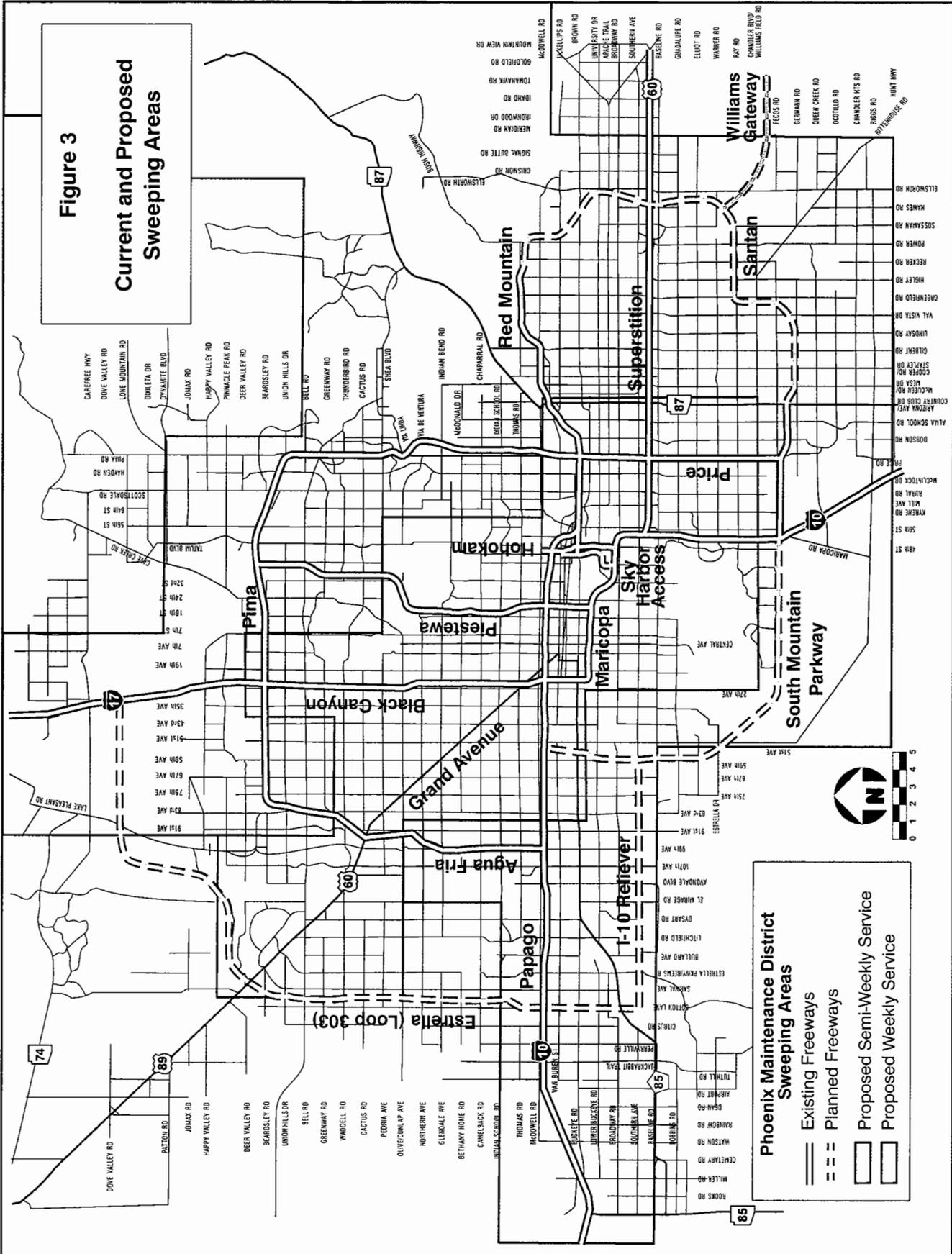


Phoenix Maintenance District Litter Activity Map

- Existing Freeways
- - - Planned Freeways
-  Litter Hot Spot



Figure 3
Current and Proposed Sweeping Areas



Phoenix Maintenance District Sweeping Areas

- Existing Freeways
- Planned Freeways
- Proposed Semi-Weekly Service
- Proposed Weekly Service

Figure 4

Landscape Maintenance Areas

