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October 21, 2009

TO: Members of the MAG Transportation Review Committee

FROM: David Moody, City of Peoria, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, October 29, 2009, 10:00 a.m.  
MAG Office, Suite 200, Saguaro Room  
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

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 Christina Hopes or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG TRC. If the Transportation Review Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Eric Anderson or Christina Hopes at (602) 254-6300 if you have any questions or need additional information.

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

TENTATIVE AGENDA

1. Call to Order
2. Approval of Draft October 1, 2009 Minutes
3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Review 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 Review Committee requests an exception to this limit.

4. Transportation Director's Report

Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.

5. Consent Agenda

Consent items are marked with an asterisk (\*). Committee members may request that an item be removed from the consent agenda to be heard.

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the October 1, 2009 meeting.
3. For information and discussion.
  
4. For information and discussion.
  
5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT\*

- 5a. Transportation Review Committee Tentative 2010 Meeting Schedule\*

The Transportation Review Committee tentative meeting schedule for 2010 has been developed. Please refer to Attachment One.

- 5a. For information, discussion, and approval of the 2010 Transportation Review Committee meeting schedule as listed in Attachment One.

## ITEMS TO BE HEARD

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

The Fiscal Year 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 member agencies to modify projects in the programs. Please refer to Attachment Two for a handout of proposed amendments and administrative modifications to the FY 2008-2012 TIP.

7. Federal Funded Projects Not Obligating in FFY 2009

The Federal Fiscal Year (FFY) 2009 MAG Closeout process ran from March to July 2009. The FFY 2009 ended on September 30, 2009. Two projects scheduled to obligate, either as planned in the normal TIP process or that were selected to receive federal funds through the MAG Closeout process did not obligate before the end of FFY 2009. These projects are in addition to those that were approved by the MAG Regional Council for deferral in June and July 2009. Currently, the Draft MAG Federal Fund Programming Guidelines do not include policies addressing this issue. Please refer to Attachment Three for a table listing information for projects requesting deferrals or that have not obligated in FFY 2009 as programmed and the deferral request letters from the sponsoring agency.

8. Re-allocation of Unused Local/MPO American Recovery and Reinvestment Act (ARRA) Funds Policy Options

Through the MAG Committee process, discussions have been held regarding the anticipated unobligated Local/MPO ARRA funds due to low project cost bids and projects

6. For information, discussion and recommendation to approve of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

7. For information, discussion and recommendation to defer the projects listed in Attachment Four to FFY 2010.

8. Information, discussion, and possible recommendation of policy options to reallocate unobligated local/MPO ARRA Funds.

not obligating to meet the March 2, 2010 deadline. The research and analysis for this topic has focused around policy options of: providing additional ARRA funds for existing local ARRA projects, however, no increase in scope would be allowed; reducing the local match, but not below the minimum set by MAG policy, for other federally funded projects that would obligate by the deadline; funding other local projects in the region that are eligible for ARRA funds that could obligate by the deadline; transferring funds to transit; and transferring funds to ADOT. MAG Staff will address obligation deadlines and provide an overview of policy discussions conducting through the MAG Committee Process. Please refer to Attachment Four for the October ARRA Status report. Additional information related to the agenda item will be mailed out separately, and distributed at the committee meeting.

9. Revisions to the Arterial Life Cycle Program Policies and Procedures

In 2004, MAG initiated the development of the Arterial Life Cycle Program (ALCP) to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP). In 2005, the Transportation Policy Committee and the Regional Council approved the original version of the ALCP Policies and Procedures ("Policies") to direct the implementation of the arterial street projects in an efficient and cost-effective manner. On April 22, 2009, the Regional Council approved the revisions and refinements to Policies. Since then, MAG Member Agencies have expressed concerns about the currently approved policies governing the reallocation of project savings and the programming reimbursements with a deficit of program funds. On September 3, 2009, the ALCP Working Group met to discuss these concerns and other issues regarding the definition of a completed project for RARF Closeout and data issues encountered during the annual

9. For information, discussion, and recommendation to revise Section 350 of the ALCP Policies and Procedures as reflected in Attachment Five.

update process. Please refer to Attachment Five for memorandum outlining the issues discussed, the current policies, and any recommendations made by the ALCP Working Group. A draft of the proposed revisions to the ALCP Policies and Procedures is also attached.

10. Acceptance of the Regional Transit Framework

In cooperation with MAG member agencies, the Regional Public Transportation Authority, (RPTA) and Valley Metro Rail (METRO), MAG has developed a Regional Transit Framework to identify regional transit needs beyond the current Regional Transportation Plan (RTP). The framework provides decision-makers with a comprehensive perspective on the costs, schedules, trade-offs, impacts, and policy implications of three distinct transit investment scenarios for year 2030. In addition, the framework defines more conceptual transit needs for year 2050. The Transportation Review Committee, MAG Management Committee, and MAG Regional Council received briefings on the study process in September 2008. MAG Staff will present recommendations from the Study. Please refer to Attachment Six for additional materials.

11. MAG Commuter Rail Studies Update

In 2004, voters approved Proposition 400, which included a provision to fund transportation planning studies. A portion of the planning funds were allocated to Commuter Rail Strategic Planning Study to define requirements and steps needed for to plan for and implement commuter rail service in the MAG Region. Findings from the Commuter Rail Strategic Plan indicated the need for three additional planning studies: Systems Study, Grand Avenue Corridor Study and Yuma West Corridor Study. The Systems Study will explore potential corridors and

10. For information, discussion, and recommendation to accept the findings of the Regional Transit Framework as the public transportation framework for the MAG region; accept the enclosed Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan; and recommend future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process.

11. For information and discussion.

options identified in the Commuter Rail Strategic Plan and review existing freight operations and commuter rail opportunities in existing right of way. The System Study also will establish priorities for implementing commuter rail service and evaluate ridership potential, operating strategies, and capital and operating costs. The Grand Avenue Corridor Study will review potential commuter rail implementation along the existing Burlington Northern Santa Fe (BNSF) right of way between Wickenburg and downtown Phoenix. A corridor development plan reviewing existing and future conditions, an inventory of the existing rail infrastructure, necessary infrastructure improvements to implement commuter rail service, and a conceptual commuter rail operating plan will be developed. The Yuma West Corridor Plan will review the possible implemented of a commuter rail service in the existing Union Pacific Railway right of way between downtown Phoenix and Arlington. The planning process includes a review of existing and future conditions, an inventory of the existing rail infrastructure, necessary infrastructure improvements to implement commuter rail service, and a conceptual commuter rail operating plan. MAG Staff will provide an overview of the three studies. Please refer to Attachment Seven for the Commuter Rail System Map.

12. Report on the Performance Measurement Framework and Congestion Management Update (PM/CMP) Study

The MAG Regional Performance Report completes Phase II of the PM/CMP Study. The report documents and analyzes primary transportation performance indicators at a system and corridor level based on multi-modal observed data sets. Measures such as throughput, speed, travel time, delay and variability are included, as well as safety and mobility indicators. Performance for transit, freight and alternative modes are also

12. For information and discussion.

documented, establishing a reporting template for future years. A summary of analysis and findings will be presented as well as a overview of the Technical Advisory Group collaborative participation on this process. Please refer to Attachment Eight for additional information.

13. Request for Future Agenda Items

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

14. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

15. Next Meeting Date

The next regular TRC meeting will be scheduled Monday, December 14, 2009 at 10:00 a.m. in the MAG Office, Saguaro Room.

13. For information and discussion.

14. For information.

15 For information.

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

October 1, 2009

Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash, City of Mesa	Pedestrian Working Group: Brandon Forrey, City of Peoria
Street Committee: Darryl Crossman, City of Litchfield Park	*Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix
*ITS Committee: John Abraham	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference # - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Kwi-Sung Kang, ADOT	Thomas Relucio, Glendale
Alana Chavez, MAG	Dan Cook, Chandler	Paul Hodgins, RPTA
Alice Chen, MAG	Patrice Kraus, Chandler	Bob Antilla, RPTA
Maureen DeCindis, MAG	Jenna Goad, Glendale	Jim Creedon, L&C
Bob Hazlett, MAG	Romina Korke, Goodyear	Robin Shishido, PTG
Roger Herzog, MAG	Andy Granger, Peoria	Alisa Lyons, Valley Partnership
Christina Hopes, MAG	Ed Stillings, FHWA	Karen Peters, Phoenix
Sarath Joshua, MAG	Ray Dovalina, Phoenix	Jorie Bresnahan, Phoenix
Nathan Pryor, MAG	Mike Sabitini, MCDOT	Larry Olsen, Parsons
Roger Roy, MAG	Clem Ligocki, MCDOT	Jeanne Sapon. Sundt
Ed Stillings, FHWA	Matt Busby, Apache Junction	

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:02 a.m.

2. Approval of the Draft August 27, 2009 Minutes

Chairman Moody asked if there were any changes or amendments to the August 27, 2009 meeting minutes, and there were none. Mr. John Hauskins from Maricopa County moved to approve the minutes. Mr. Lance Calvert from City of El Mirage seconded the motion, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Chairman Moody stated that he had not received any request to speak cards from the audience and moved onto the next item on the agenda.

4. Transportation Director's Report

Chairman Moody invited Mr. Eric Anderson from MAG to present the Transportation Director's Report. Mr. Anderson reported that the August Regional Area Road Fund (RARF) revenues had decreased by 13.6 percent compared to August 2008. He stated that RARF revenue collection had been down for 23 of the last 24 months. Mr. Anderson reported that year-to-date RARF revenues also were down 13.6 percent and stated that actual revenue collections were 4 percent below the revised forecast for Fiscal Year (FY) 2010.

Mr. Anderson reported on Highway User Revenue Fund (HURF) collections stating that HURF August revenues were down 10.6 percent. He noted a large reduction in motor carrier revenue collections and a small reduction in gas tax revenue collections. Mr. Anderson stated that although the ADOT FY 2010 estimate for HURF collection indicated no growth, actual HURF year-to-date revenues were down 7.2 percent.

Mr. Anderson announced that MAG would be undergoing the periodic planning certification, which included an audit of the MAG Planning Program. He stated that the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA) and other agencies would be participating in the certification review. Mr. Anderson explained that as part of the certification, the participants would determine if MAG was conducting planning activities in accordance with federal mandates and suggest potential areas for refinement in the existing process.

Mr. Anderson reported that the MAG Federal Fund Working Group had met in August. He informed the Committee that MAG Staff would send Working Group participants a "Save the

Date” notice regarding an upcoming meeting. He explained that MAG Staff was preparing research on current practices, which was requested at the previous meeting and reported that MAG Staff would disseminate the information to participants prior to the meeting.

Next, Mr. Anderson announced that MAG Staff would present changes to the Freeway Life Cycle Program (FLCP) at the Transportation Policy Committee (TPC) and Regional Council meetings in October. He reminded the Committee of the TPC request in July to delay action on the FLCP for 90 days. He stated that MAG was seeking an approval on a reprioritization of the FLCP before conducting cash flow analysis. Mr. Anderson reported that changes to the FLCP would be included in the update to the Regional Transportation Plan (RTP) and the FY 2011-2015 MAG Transportation Improvement Program, which were currently under development. He informed the Committee that a public meeting on the proposed revisions to the FLCP would be held on October 13, 2009.

Continuing on, Mr. Anderson announced that federal fund applications were due on September 18, 2009. He reported that MAG Staff received 53 applications. He stated that applications were received for nine street projects, 12 paving of unpaved roads projects, 13 intelligent transportation systems (ITS) projects, three pedestrian and 16 bike and multi-use pathway projects. He reported that MAG was in the process of evaluating the applications stating that the modal technical committees would review the applications during the Fall.

Chairman Moody asked if there were any questions or comments about this agenda item. There were none, and this concluded the Transportation Director’s Report.

5. Approval of Consent Agenda

Addressing the next order of business, Chairman Moody directed the Committee’s attention to the consent agenda. He inquired if there were any questions or comments about the consent agenda items, which included #5a, the 2009 Annual Report on the Status of the Implementation of Proposition 400, and #5b, the Arterial Life Cycle Program Status Report from April to September 2009. There were none. Mr. Hauskins motioned to approve the consent agenda. Ms. Shirley Gunther from the City of Avondale seconded the motion, and the motion was approved by a unanimous voice vote of the Committee.

9. MAG Committee Operating Policies and Procedures

Chairman Moody announced that agenda item on the MAG Committee Operating Policies and Procedures would be heard before agenda item on the Project Changes to the MAG Transportation Improvement Program (TIP). He explained the presenter, Ms. Alana Chávez from MAG, had prior obligations that required her to present earlier in the meeting. Then, Chairman Moody invited Ms. Chávez to present on the MAG Committee Operating Policies and Procedures (Policies and Procedures).

Ms. Chávez announced that on July 22, 2009, the MAG Regional Council approved the revised policies and procedures for the organization, which clarified, and in some cases, modified, former MAG committee procedures. She explained that the updated document revised the

process of officer appointments, terms of office, vacancies, agenda development, quorum, weighted voting, and rules of order and motion procedures for committee meetings.

Ms. Chávez stated the Policies and Procedures required Chair and Vice Chair appointments to the Transportation Review Committee (TRC) would be made by the MAG Executive Committee. She reported that TRC officer appointments would be limited to one-year terms with a possible reappointment to serve an additional one-year term by consent of the committee. She explained that officer appointments could be held by MAG Member Agencies; however, consultants representing a member agency could not be appointed to an officer position unless the consultant served as a 100 percent contracted employee of that member agency.

Ms. Chávez explained that upon completion of the Chair's term, the Vice Chair would automatically ascend to the Chairman position. She stated that upon the ascension of the Vice Chair, a new Vice Chair would be appointed to the committee. Ms. Chávez informed the Committee that a memorandum had been included in the agenda packet soliciting letters of interest for consideration for the Vice Chair position. She explained that Chairman Moody was currently in his first term as Chair and as a result solicitations for the Chair position were not be requested at this time.

Ms. Chávez stated the deadline to submit letters of interest for the TRC Vice Chair position was November 6, 2009. She stated the appointments would be made by the MAG Executive Committee in November 2009. She added that the appointments would become effective as of January 2010 and last until January 2011.

Next, Ms. Chávez informed the Committee that an additional memorandum would be distributed to the TRC membership soliciting letters of interest in the Chair and Vice Chair positions for the Transportation Enhancements Committee. She reported that on June 23, 2008, the MAG Regional Council voted to require that the Chair of the Transportation Enhancements Committee be selected from the TRC membership. She added that the revised policies and procedures required the Vice Chair of the Transportation Enhancements Committee also be appointed from the TRC membership. She stated the deadline for letters of interest in those positions would also be November 6, 2009.

Chairman Moody asked if there were any questions or comments about the agenda item. There were none, and Chairman Moody proceeded to the next item on the agenda.

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

Chairman Moody invited Mr. Eric Anderson to present proposed project changes to the MAG FY 2008-2012 Transportation Improvement Program (TIP). Mr. Anderson directed the Committee's attention to a revised project change sheet at their places. He referenced two project changes listed in the handouts: SR 74 climbing lanes and the 101/Agua Fria project.

Mr. Anderson reported the cost of the SR 74 climbing lanes (\$2.3 million) was lower than the initial cost estimate of \$3.9 million. He also reported that the costs of the 101/Agua Fria

project (\$17.2 million) also was notably lower than the initial cost estimate of \$27.5 million. He stated that a portion of both projects were funded by the American Recovery and Reinvestment Act of 2009 (ARRA) and explained the revised bid amounts, which continued to be a trend for the region, contributed \$3.6 million to ARRA savings. He informed the Committee that the ARRA savings on the projects were from the highway allocation and would be reallocated to fund the next set of projects for the region.

Chairman Moody asked if there were any questions or comments about the agenda item, and there were none. Mr. Hauskins motioned to approve of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. Mr. David Meinhart from the City of Scottsdale seconded the motion, and the projects changes were approved by a unanimous voice vote of the Committee.

7. Update on the American Recovery and Reinvestment Act (ARRA) of 2009: Re-allocation of Unused Local/MPO ARRA Funds – Policy Options

Next, Chairman Moody invited Mr. Eric Anderson to provide an update on the American Recovery and Reinvestment Act of 2009 (ARRA) and to address the reallocation of unused local and regional ARRA funds. Mr. Anderson directed the Committee's attention to a status report on ARRA funded projects located at their places. He stated the report had been presented at the MAG Regional Council meeting the previous evening. He added that concerns about the accuracy of the status report had been raised after the report had been presented to the MAG Management Committee. Mr. Anderson stated that MAG Staff was coordinating with member agencies, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) to address inaccuracies in the status report.

Mr. Anderson stated the purpose of the agenda item was to facilitate a discussion and elicit policy options on how MAG should reallocate bid savings or programmed ARRA funds that failed to obligate by the deadline established by the MAG Regional Council. Mr. Anderson reported that \$104.6 million in ARRA funds had been allocated to the MAG Region for use by the Metropolitan Planning Organization (MPO). He explained that the MAG Regional Council had suballocated the MPO funds to member agencies in accordance with a formula established through the MAG Committee process. He added that the Regional Council action stipulated the ARRA fund suballocation to member agencies must be obligated by November 30, 2009.

Mr. Anderson announced that MAG anticipated a substantial amount of ARRA funds would not obligate by the November deadline based on the bid experience of ADOT and some local agencies. He stated that MAG the amount of ARRA project savings was unknown at this time, but that the savings could be between \$10 and \$30 million.

Mr. Anderson reiterated the Regional Council deadline to obligate the local allocation of ARRA funds by November 30, 2009. He informed the Committee that if ARRA funds that did not obligate by the Regional Council deadline the funds would be reallocated to other regional projects, which would be able to obligate by the federally mandated deadline on March 2, 2010. Mr. Anderson informed the Committee that discussions had been conducted at the Transportation Policy Committee and the Regional Council regarding the November 30<sup>th</sup>

deadline. He stated it was MAG Staff's position that the November 30<sup>th</sup> date should be not be a hard deadline because projects may be through the clearance process and ready to obligate by the hard deadline, but would not obligate by the November deadline due to short-term administrative delays.

Mr. Anderson announced starting November 1<sup>st</sup> that FHWA and ADOT would begin conducting a thorough analysis of all local government projects statewide to provide a determination if projects would obligate by the March 2<sup>nd</sup> deadline. He stated that any funds that failed to obligate by the March deadline would be rescinded by FHWA for redistribution to other states. Mr. Anderson informed the Committee that if a project obligated by the March 2<sup>nd</sup> deadline and experienced project savings due to lower bids, then the project savings could be reallocated to another project. He added the project savings would need to be reobligated by September 30, 2010.

Mr. Anderson stated the key consideration in the reallocation of any ARRA funds would be project readiness and eligibility under the American Recovery and Reinvestment Act and Surface Transportation Program (STP) guidance. He emphasized that project readiness included the ability to obtain the necessary clearances and be substantially through design before the obligation deadline. Mr. Anderson explained that project readiness would be the biggest factor restricting the pool of potential projects to be programmed with ARRA funds. He added that self-certified agencies may be at an advantage over non-certified agencies because self-certified agencies could expedite the process internally whereas non-certified agencies would have to rely on the timeliness of the ADOT Local Governments Section.

Continuing on, Mr. Anderson presented policy options developed by MAG Staff to address any project savings and/or unobligated ARRA funds. He stated that Option 1 included (in order):

- Reallocating any unprogrammed or available suballocated ARRA funds to other eligible projects in the local jurisdiction; then,
- Redistributing any unprogrammed or available suballocated ARRA funds to the region for reallocation to other eligible local projects in the region.

Mr. Anderson stated that Option 2 would require returning all unprogrammed or available ARRA funds to the region for reallocation towards a pool of eligible projects in the region; whereas, Option 3 involved reallocated any unprogrammed or available funds to ADOT. He explained that under Option 3, ADOT would allocate the funds to highway projects. He stated that with Option 3, ADOT may be able to swap STP funds with ARRA funds, which would allow the ARRA funds to be obligated by March 2<sup>nd</sup> and give local agencies until September 2010 to obligate the STP funds. Mr. Anderson also presented Option 4, which would transfer any unprogrammed or available ARRA funds to transit projects. He explained that under the federal grant process at the Federal Transit Administration (FTA), when highway funds are programmed for transit projects and operations, the funds are obligated upon transference.

After presenting the options generated by MAG Staff, Mr. Anderson requested policy direction from the Committee. Chairman Moody stated that instead of requesting a motion on the agenda item at this time that the Committee should discuss the item to determine if additional options may be available. Chairman Moody inquired if there were any questions or policy suggestions from the Committee membership.

Mr. Grant Anderson from Town of Youngtown stated that an option should be included that ensured currently programmed projects were adequately funded. He stated that although the

bids on larger projects were coming in below the cost estimates that smaller jurisdictions were experiencing smaller projects with bids above the original cost estimates. He explained that current projects should be fully funded before programming new projects. A brief discussion followed.

Mr. Gino Turrubiarres from the Town of Guadalupe inquired if the available ARRA funds could be applied towards community development block grants (CDBG). Mr. Eric Anderson replied that the ARRA funds could only be applied to transportation projects that were eligible under the Surface Transportation Program (STP) guidance.

Mr. Lance Calvert from the City of El Mirage concurred with Mr. Grant Anderson stating that any project coming in over bid should be given priority when redistributing available ARRA funds. He added that all restrictions regarding the ARRA funds should be reviewed carefully citing a restriction that ARRA funded projects must be constructed by a specific date. Mr. Calvert reported that according to guidance from ADOT, ARRA funded projects would have to be completed within two to three years after obligation. Mr. Calvert also added that according to ADOT design work could be funded with ARRA; however, the project would still need to be constructed within the two to three years time frame.

Mr. Terry Johnson from the City of Glendale stated that although many larger construction projects were coming in below bid that pavement preservation and projects to purchase equipment were not coming in below bid. He informed the Committee of a new rule from FHWA that states local jurisdictions cannot purchase and install signal cabinets in-house. He stated the new rule required local agencies to hire a contractor to install the signal cabinets. He explained that because the new rule increased the cost of installation that the number of signals that could be purchased for the same amount decreased from 50 to 25. Mr. Johnson concurred with Mr. Grant Anderson that existing projects should be made whole before funding new projects with available ARRA funds. He also added that increasing the obligation authority for projects would also be helpful.

Mr. Rick Austin from Town of Wickenburg stated that the Town was near 100 percent plans for the Vulture Mine Road project. He stated that the project had been over engineered and inquired if funds could be reobligated to the project to cover the higher costs. Discussion followed regarding cost estimates and bid awards.

Ms. Wendy Kaserman from the Town of Creek expressed concerns about the November 30<sup>th</sup> deadline established by the Regional Council. She stated that the Town was in the process of obtaining all of the necessary clearances to obligate. However, due to administrative delays the project may not officially obligate until January. She suggested the November 30<sup>th</sup> deadline should be modified to prevent funding from being pulled from projects that were close to obligating and that would be obligated by the federally mandated deadline in March.

Mr. Eric Anderson stated that the November 30<sup>th</sup> deadline needed to be revisited by the MAG Regional Council. He stated that the deadline was initially intended to ensure that projects were on track to obligate by the March deadline; however, the motion that was actually passed by the Regional Council was a hard deadline.

Mr. Brandon Forrey, the ex-officio member from the Pedestrian Working Group, suggested the Committee consider allocating funds to any projects that needed additional funds because the initial cost estimate was below the bid amount. He stipulated that the shortfalls should be identified before the November deadline and added that any remaining funds should be allocated to transit. Mr. Hauskins replied that he concurred with notion of making projects whole with the caveat that scope creep should not be eligible. He added that of the four options presented by Mr. Eric Anderson he felt that Option 2 would provide the region with the most flexibility to program available funds.

Mr. RJ Zeder from the City of Chandler stated that he shared the concerns of Queen Creek regarding a hard deadline of November 30<sup>th</sup> and did not want to see local agencies lose ARRA funding because there were unable to obligate by then. He stated that an agreement needed to be reached, however, on a hard deadline for obligation as well as a listing of fall back projects to receive funds that could be obligated by the hard deadline.

Dr. Bob Maki from the City of Surprise inquired if ARRA funds could be used for designing projects that are currently programmed in the MAG TIP for work in fiscal years 2011 and 2012. Mr. Eric Anderson replied that if the project was constructed within two to three years, then using ARRA funds for design probably would be acceptable. He added that if a project used funds for design and did not complete construction within the established time frame, then the local agency would be required to repay FHWA for the ARRA funds used for design.

Mr. Brent Stoddard from the City of Mesa inquired if the \$10 to \$30 million estimated project savings included savings from transit and highway ARRA funded projects. Mr. Eric Anderson replied that estimate was based on the local suballocation for ARRA projects and did not include highways or transit. Mr. Stoddard inquired what firewalls were in place regarding the ARRA funds. Mr. Eric Anderson replied that local ARRA funds could be flexed to transit; however, he did not believe that highway ARRA funds could be flexed to local projects.

Mr. Stoddard agreed with the discussion that the November 30<sup>th</sup> deadline should not be a hard deadline. He recommended using the November 30<sup>th</sup> deadline as a preliminary deadline and establishing a hard deadline later. He added that MAG Staff would be in the best position to determine what the final hard deadline to obligate projects should be. He also expressed concerns about allocating available funds to over engineered projects stating the funds would be better allocated to eligible projects programmed with local funds.

Mr. Dave Meinhart from the City of Scottsdale asked Mr. Eric Anderson if he felt Option 1 or 2 would best to move funds expeditiously. Mr. Anderson replied that he felt Option 2 provided more flexibility. He stated that Option 1, while a good option, would still require the redistribution of some funds to region because not all jurisdictions would have eligible projects ready in time. Mr. Meinhart inquired if swapping ARRA funds with STP funds from ADOT would involve additional restrictions. Mr. Anderson replied the requirements would be the same as provided for under the current Surface Transportation Program guidance.

Then, Mr. Meinhart inquired what the cap was on operating expenses for transit projects. Mr. Eric Anderson replied he believed the amount was 10 percent of the transit ARRA allocation or approximately \$6.4 million. Mr. Meinhart stated the agencies with transit service were contending with substantial budget and service cuts due to the decline in revenues.

Mr. Ed Zuercher from the City of Phoenix echoed Mr. Meinhart's sentiments. He stated that by transferring ARRA funds to transit, the region could ensure that the funds would be obligated before the federally mandated deadline. He encouraged the Committee to consider implementing a combination of policy Option two and four, which would allocate funds to local projects as well as transit projects.

Continuing on, Mr. Ed Zuercher stated that a two-step deadline would be beneficial if the second deadline was early enough to allow for other projects to obligate before the federally mandated deadline. He also concurred with notion that scope creep should not be funded with available ARRA funds and suggested that a review be required before additional funds are allocated to current projects with bids exceeding the original cost estimates.

Chairman Moody posited applying project savings within a jurisdiction toward the local match requirements for federally funded projects within the same jurisdiction. He stated that by applying ARRA funds towards the local match requirement established in the Regional Transportation Plan (RTP) that the financial burden on local agencies would be reduced.

Mr. Bryan Jungwirth from RPTA addressed the transit funding. He stated that transit was facing a financial crisis with reduction in services from traditional service, rail, dial-a-ride, etc. Mr. Jungwirth stated he was a proponent of Option 4, but also concurred with Mr. Zuercher's suggestion that a policy be implemented that combined Options 2 and 4.

Mr. Jungwirth informed the Committee that three "pots" for transit operations were able to use ARRA funds: ADA service, operating expenses, and preventive maintenance. He explained that ADA service and operating expenses were subject to the 10 percent cap previously mentioned by Mr. Meinhart. Mr. Jungwirth added that there was a prohibition of transferring highway ARRA funds to transit for operating expenses; however, funding could be adjusted internally to allow for the funds to be used for transit without violating the federal requirements.

Discussion followed. After the discussion, Mr. Eric Anderson recapped the Committee's suggestions. He listed the Committee's suggestions, which included:

- Modifying the November 30<sup>th</sup> hard deadline to a milestone in the obligation and development process;
- Establishing a second deadline, probably in January, to serve as the hard deadline;
- Adding funds to existing projects with increased project costs, excluding the higher costs associated with scope creep and over engineering;
- Allowing ARRA funds to be applied toward local match requirements, with the condition that the local match requirements established in the RTP were not violated;
- Transferring ARRA funds to transit for operations up to the \$6.4 million cap, according to a formula that would ensure funds would be distributed throughout the MAG Region and to not a select number of local agencies;
- Redistributing any unprogrammed or available funds to other eligible local projects in the

- region that could obligate by March 2, 2010; and then,
- Transferring any remaining funds over to ADOT, if necessary.

Mr. Jungwirth interjected that transit was not capped at \$6.4 million. He clarified that certain “pots” were capped, but that additional funding could be allocated to other transit line items. Mr. Eric Anderson stated that having transit as a catch-all was beneficial to the region but expressed concerns about the time frame to obligate transit funds. He acknowledged that the transfer of funds to transit could be done quickly but cautioned that “quickly” in government terms may not correlate to prior to the federally mandated deadline.

Mr. Lance Calvert motioned to recommend that the policy option be implemented as recapped by Mr. Eric Anderson. Mr. Turrubiarres seconded the motion. Mr. Johnson requested the motion be restated. Mr. Eric Anderson repeated the motion as follows:

- Modifying the November 30<sup>th</sup> hard deadline to a milestone in the obligation and development process;
- Establishing a second deadline, probably in January, to serve as the hard deadline;
- Adding funds to existing projects with increased project costs, excluding the higher costs associated with scope creep and over engineering;
- Allowing ARRA funds to be applied toward local match requirements, with the condition that the local match requirements established in the RTP were not violated;
- Transferring ARRA funds to transit for operations up to the \$6.4 million cap, according to a formula that would ensure funds would be distributed throughout the MAG Region and to not a select number of local agencies;
- Redistributing any unprogrammed or available funds to other eligible local projects in the region that could obligate by March 2, 2010; and then,
- Transferring ARRA funds to transit for eligible expenditures that exceeded the \$6.4 million cap; and then,
- Transferring any remaining funds over to ADOT, if necessary.

Mr. Cato Esquivel from the Town of Goodyear inquired if the recommendation was ranked ordered. Mr. Calvert replied yes. Mr. Esquivel requested that local projects be a higher priority than transit. He also requested the motion include the hard deadline for obligation. The Committee discussed potential dates for the hard deadline.

Mr. Zuercher requested the maker of the motion to remove ADOT as a the catch-all for the remaining funds and suggested that transit serve as the catch-all for any unprogrammed or available funds that could not be programmed through the previous priorities listed in the motion. Mr. Grant Anderson stated that including ADOT as a catch-all was to ensure that all of the regional ARRA funds are obligated by the federally mandated deadline. He then concurred with Mr. Zuercher’s request that transit should serve as a catch-all, to the largest degree possible, before transferring funds to ADOT. A brief discussion followed. Mr. Calvert revised the motion as follows:

- Modifying the November 30<sup>th</sup> hard deadline to a milestone in the obligation and development process;
- Establishing a second deadline of January 31, 2010 to serve as the hard deadline;
- Adding funds to existing projects with increased project costs, excluding the higher costs associated with scope creep and over engineering;

- Allowing ARRA funds to be applied toward local match requirements, with the condition that the local match requirements established in the RTP were not violated;
- Transferring ARRA funds to transit for operations up to the \$6.4 million cap, according to a formula that would ensure funds would be distributed throughout the MAG Region and to not a select number of local agencies;
- Redistributing any unprogrammed or available funds to other eligible local projects in the region that could obligate by March 2, 2010; and then,
- Transferring ARRA funds to transit for eligible expenditures that exceeded the \$6.4 million cap; and then,
- Transferring any remaining funds over to ADOT, if necessary.

Mr. Turrubiarres seconded the amended motion. Mr. Esquivel requested that local projects be a higher priority than the 10 percent flex to transit. Discussion followed. Mr. John Farry from Valley Metro Rail requested that MAG Staff provide quantifiable information to aid with making the policy decision, if possible. Mr. Eric Anderson stated that MAG Staff could not provide quantifiable information at this time; however, staff might be able to by the October 29<sup>th</sup> meeting of the TRC.

Mr. Hauskins expressed concerns about establishing the hard deadline for January 31, 2010. He stated that the suggested deadline may be too late in the process. He encouraged the Committee to be flexible and allow MAG Staff to identify the hard deadline.

Mr. Steve Hull from ADOT encouraged the Committee to give local agencies the flexibility to fund transit or road projects before requiring local agencies to relinquish the funds to the region for reprogramming. Additional discussion ensued. Mr. Grant Anderson requested the maker of the motion amend the motion to remove the recommendation to approve the priorities and to request MAG Staff research the options discussed for presentation at the next Committee.

Mr. Lance Calvert requested clarification on the obligation date for new projects programmed with ARRA. Mr. Eric Anderson replied that newly programmed projects would be subject to the same federally mandated deadline as the other projects. Mr. Calvert then amended his motion as follows:

- Modifying the November 30<sup>th</sup> hard deadline to a milestone in the obligation process;
- Establishing a second deadline of January 31, 2010 to serve as the hard deadline;
- Allow local determination on the allocation of unspent funds to projects in their jurisdiction and allow the reallocation to make current projects whole, for local match (with the condition that the local match requirements established in the RTP are not violated), and/or transit;
- Redistribute any unprogrammed or available funds to other eligible local projects in the region that could obligate by March 2, 2010;
- Transfer any remaining funds to transit; and,
- Transfer any remaining funds over to ADOT, if necessary.

Chairman Moody inquired if the member that seconded the motion, Mr. Turrubiarres, agreed with the amended motion. Mr. Turrubiarres stated he would like to withdraw he second from the amended motion. Chairman Moody inquired if there was a second to the amended motion, and Mr. RJ Zeder seconded the amended motion.

Mr. Hauskins reiterated his concerns about the January 31<sup>st</sup> hard deadline. He encouraged the Committee and maker of the motion to consider revising the stipulation on the hard deadline. Mr. Eric Anderson stated he was unsure what the hard deadline date should be at this time. He requested that the Committee to allow MAG to coordinate with FHWA and ADOT to determine what the exact date in January for the hard deadline.

Mr. Hauskins inquired if transit had received an allocation of ARRA funding from provisions in the Act. He also inquired if transit had programmed the initial allocation towards capital improvements and was requesting additional funding from the local/MPO suballocation to fund operation expenses. He suggested that transit projects should be a lower priority than other local projects given the amount of ARRA funds currently dedicated to transit.

Mr. Farry responded to Mr. Hauskins statement. He explained that federal guidance was changed after the initial ARRA funds had been programmed. He stated that the guidance was changed later to allow ARRA fund to be allocated towards operational expenses.

Chairman Moody requested that Mr. Calvert restate the motion for the record. According to Mr. Calvert, the current motion of the table was as follows:

- Modifying the November 30<sup>th</sup> hard deadline to a milestone in the obligation process;
- Establishing a second deadline in January to be determined by MAG as the hard deadline;
- Allowing local determination on unspent local ARRA funds(ie. making current projects whole, funding local match in accordance with the RTP limitation, and/or transit);
- Redistributing any unprogrammed or available funds to other eligible local projects in the region that could obligate by March 2, 2010;
- Transferring any remaining funds to transit; and,
- Transferring any remaining funds over to ADOT, if necessary.

Mr. Zeder stated he thought the motion did not establish a prioritized listing, but recommended that MAG Staff gather additional information including the amount of available funds for discussion at the October 29<sup>th</sup> meeting of the TRC. Mr. Calvert clarified that the motion was made with priority. Upon hearing the amended motion again, Mr. Zeder withdrew his second. Chairman Moody inquired if there was a second on the motion as clarified. There was no second, and Chairman Moody inquired if there was a new motion on the table.

Mr. Grant Anderson motioned to recommend that MAG Staff explore the options discussed for using the unprogrammed and available ARRA and that priorities for the uses be set next month based on further consideration. The uses to be explored by MAG Staff for further consideration included:

- Providing additional ARRA funds for existing ARRA projects, however, no increase in scope would be allowed;
- Reducing the local match, but not below the minimum set by MAG policy, for other federally funded projects that would obligate by the deadline;
- Funding other local projects in the regional that are eligible for ARRA funds that could obligate by the deadline; and then,
- Transferring any remaining funds to transit.

Mr. Bryan Jungwirth seconded the motion, and the motion was approved by a unanimous voice vote of the Committee.

8. MAG Fiscal Year 2010 Traffic Signal Optimization Program (TSOP) Project Recommendations

Chairman Moody invited Mr. Sarath Joshua, the MAG Intelligent Transportation Systems (ITS) and Safety Program Manager, to discuss the Fiscal Year (FY) 2010 Traffic Signal Optimization Program (TSOP) project recommendations. Mr. Joshua informed the Committee that the TSOP had been in place since 2003 to assist member agencies with traffic signal optimization. He stated that annually MAG funds between 10 to 12 projects through the program.

Mr. Joshua stated that a formal request for projects had been announced on July 17, 2009. He reported that twelve applications requesting \$284,000 in funding had been received by MAG Staff. He directed the Committee's attention to the attachment in the agenda packet, which included a rank ordered list of the projects. He explained the recommended projects would be conducted by MAG's ITS on-call consultants, which were currently under contract. He reported that the MAG ITS Committee recommended the rank ordered list of TSOP projects for approval at the September 2, 2009 Committee meeting. Mr. Joshua stated the item was on the TRC agenda for information, discussion and recommendation to approve the FY 2010 TSOP rank ordered list of projects as listed in the agenda attachment.

Chairman Moody asked if there were any questions or comments about the agenda item, and there were none. Mr. Hauskins motioned to approve the FY 2010 TSOP projects as presented. Mr. Cato Esquivel from the City of Goodyear seconded, and the motion was approved by a unanimous voice vote of the Committee.

10. Request for Future Agenda Items

Chairman Moody inquired if the members had any topics or issues of interest they would like to have considered for discussion at a future Committee meeting. There were none, and Chairman Moody moved onto the next agenda item.

11. Member Agency Update

Chairman Moody asked members of the Committee if they would like to provide updates, address any issues or concerns regarding transportation at the regional level, and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none, and Chairman Moody moved to the next agenda item.

12. Next Meeting Date

Chairman Moody informed members in attendance that the next meeting of the Committee would be held on October 29, 2009. There be no further business, Chairman Moody adjourned the meeting at 11:58 a.m.

# **ATTACHMENT ONE**

October 21, 2009

TO: Transportation Review Committee  
FROM: David Moody, Peoria, Chair  
SUBJECT: 2010 TRANSPORTATION REVIEW COMMITTEE MEETING SCHEDULE

Noted below is the 2010 meeting schedule for the Transportation Review Committee. These meetings will be held at 10:00 am at the MAG Office Building, Saguaro Room, 302 North First Avenue, Suite 200.

Thursday, January 28, 2010

Thursday, February 25, 2010

Thursday, April 1, 2010

Thursday, April 29, 2010

Thursday, May 27, 2010

Thursday, July 1, 2010

Thursday, July 29, 2010

Thursday, August 26, 2010

Thursday, September 23, 2010

Thursday, October 28, 2010

Thursday, December 9, 2010

If you have any questions, please contact Christina Hopes at the MAG office. Thank you.

# **ATTACHMENT TWO**

**Request for Project Change - 2008-2012 MAG Transportation Improvement Program**

**Transportation Review Committee October 29, 2009**

TIP #	Agency	Project Location	Project Description	FY	Length	Fund Type	Local Cost	ARRA Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PEO09-801	Peoria	Various Locations	Pavement Preservation: Major arterial mill, overlay, and re-striping	2010	4.7	ARRA	\$ 1,701,768	\$ 1,130,050			\$ 2,831,818	Admin Mod: Increase local and total costs by \$1,435,548.

# **ATTACHMENT THREE**

**TABLE A**

**Federal Fiscal Year 2009 Closeout - Requests to Defer Projects and/or Remove Federal Funds from Projects**

**New Project Deferral Requests**

**Requests to Defer Projects - First Request**

Per the Programming Principles, 'Member agencies are allowed a one time deferral without justification.'

Closeout Request	TIPIDN	Agency	Location	Project Description	Mode	Federal Type	Local Cost	Federal Cost	Total Cost	Original Yr Prog. for Const.	# of Times Deferred	Year Requested to be deferred	Have Letter?	Notes
Deferred	FTH09-602	Fountain Hills	Fountain Hills Blvd: Fayette Dr to Fountain Hills Middle School	Design and construct 8 foot wide detached sidewalks	Ped	CMAQ	\$ 151,800	\$ 354,200	\$ 506,000	2009	0	2010	Yes	Request for a first time deferral
Deferred	SCT10-616	Scottsdale	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart corridor traffic control system	ITS	CMAQ	\$ 350,000	\$ 350,000	\$ 700,000	2009	0	2010	Yes	This project was advanced from 2010 to 2009 in Closeout. Would like to revert back to original 2010 program year.



## **Town of FOUNTAIN HILLS**

### **Department of Public Works**

October 1, 2009

Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue, Suite 300A  
Phoenix, Arizona 85003

Attn: Eileen Yazzie

Re: Request for Deferral of Fountain Hills Blvd. (Fayette to Middle School) – 8' S/W  
from FY 09 to FY10

Gentlemen and Ladies:

Please consider this the request of the Town of Fountain Hills to defer the above project, as follows:

Project Name: Fountain Hills Blvd. (Fayette to Fountain Hills Middle School)  
TIP Number: FTH09-602  
Federal Funds Programmed: \$354,200  
Total Project Cost: \$506,000  
Original Year Programmed: 2009  
Number of Previous Deferrals: 0

**Current Status in ADOT Process:**

1. 60% comments have been received back from ADOT, and preparation of the 90% plans, specs, and estimates are in process.
2. The project has received Environmental Clearance, by letter from Raegan Ball/ADOT on 1-23-09.
3. Acquisition of Easements and Temporary Construction Easements needed for this project's current design is currently 50% complete.
4. Utility Clearance Requirements are currently being resolved.

Reason for Deferral Request: Acquisition of the above Easements has progressed slower than anticipated. (Please note that the Town has no dedicated full-time right-of-way staff, and this is our first Federal Aid project where any acquisitions were needed.) We will be completing the easement acquisitions within the next 2 months, and will make design modifications (i.e. shifting the sidewalk closer to the roadway, adding retaining

Eileen Yazzie  
Page 2  
October 20, 2009

walls, etc.) at any locations where the necessary easements are not able to be acquired within that time frame.

Project Completion Commitment: Please note that this is this project's first deferral request. We had not realized at the time of the FY 2009 closeout back in April that we would not be able to obligate this project this fiscal year, but had advised MAG Staff of that in June.

We will make the 90% submittal to ADOT by January 2010, and will – from that point - be able to obligate this project well within FY 2010.

Thank you for your consideration of this deferral request.

Yours very truly,

Randy L. Harrel, P.E., L.S.  
Town Engineer

Cc: Rick Davis  
Tom Ward  
Jonathon Lassuy/ eps Engineering

Attachment: Completed MAG Deferral Request Form



Transportation Department

7447 E. Indian School Rd., Suite 205  
Scottsdale, AZ 85251

PHONE 480-312-7696  
FAX 480-312-4000

2 October 2009

Eileen Yazzi, MAG

RE: 2009 Deferral Justification Request for SCT10-616, McDowell Road Smart Corridor, Pima Road to Scottsdale Road.

Dear Eileen,

As requested, Scottsdale is requesting the deferral of SCT10-616 "back" to the original programmed year 2010. This project was ask to be accelerated to 2009 in late 2008 with the intension of having the design complete and ready to build. However, with the onset of budget cuts a new City Council, the Purchasing Department requested that all "on-call" contracts be terminated and re-bid for Council approval.

This action has forced Scottsdale staff to delay several projects, including The McDowell Road Smart Corridor Project. A new ITS On-call contract can not be established in time for the project to be designed and constructed in the current 2009 time-frame.

Scottsdale is respectfully requesting that this project be deferred **back** to its original 2010 TIP. The project was estimated at \$700,000, with a 50% City match. This project has not ever been deferred, only accelerated.

Scottsdale has completed the RFP for the ITS On-call and will be advertising the RFP by the end of October. Once secured, SCT10-616 will be the first design task of the new On-call consultant. The consultant will work through ADOT Local Governments to provide clearance letters and documentation, and any remaining request from ADOT. The schedule will reflect a design completion of May 2010, which should allow Scottsdale to bid this project under our Self-Certification and complete the project before December 2010.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Bruce Dressel".

Bruce Dressel  
ITS/TMC Manager  
City of Scottsdale  
480-312-2358  
[bdressel@scottsdaleaz.gov](mailto:bdressel@scottsdaleaz.gov)

# **ATTACHMENT FOUR**

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

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

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

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

**REPORT COMPONENTS – TABLE OF CONTENTS**

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

## **Project Status Report**

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

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

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

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

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

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

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

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

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

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

Project Information				Fund Type	Project Funding			Project Development Status†						Comments	
TIP #	Agency	Project Location	Project Description		Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date		Estimated Complete
<b>Local Projects - Roadway</b>															
APJ09-801	APJ	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	\$1,348.3	\$1,348.3		4/22/09	60% 10/30/09	Nov-09					Final plans EOY 2009. Obligate in January 2010.
AVN09-801	AVN	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	ARRA	\$2,035.2	\$2,035.2		4/22/09	90%	10/23/09					Utility, ROW clearance in process
AVN09-802	AVN	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	ARRA & Local	\$179.7	\$401.8		4/22/09	90%	10/23/09					Utility, ROW clearance in process
BKY09-801	BKY	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabilitation and Preservation	ARRA	\$1,621.9	\$1,621.9		4/22/09	50%	11/13/09					Utility, ROW clearance in process
CFR09-801	CFR	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	ARRA	\$35.0	\$35.0		4/22/09	PS&E 11/4/09	11/30/09					
CFR09-802	CFR	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	ARRA	\$553.3	\$553.3		4/22/09	PS&E 11/4/09	11/30/09					Estimated ARRA cost \$588,340
CVK09-807	CVK	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$614.8	\$614.8		5/27/09	95% 10/30/09	In process					Pending authorization. Kick-off scheduled 9/30/09
CHN120-07C	CHN	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	ARRA, Local & RARF	\$2,288.7	\$7,629.0		4/22/09	✓	10/30/09					Will request project to be obligated in late Nov 09
CHN09-801	CHN	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	ARRA	\$3,678.9	\$3,678.9		4/22/09	10/16/09	11/26/09					Will request project to be obligated in late Nov 09
ELM09-801	ELM	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	ARRA	\$952.8	\$952.8		4/22/09	80%	11/13/09					Utility, ROW clearance in process
FTH07-301	FTH	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	ARRA, STP, & Local	\$1,081.6	\$3,376.6		6/24/09	✓	In process					Admin Mod: Adjust ARRA costs for project from \$410K to \$1.1M.
FTH09-800	FTH	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	ARRA	\$671.6	\$671.6		7/22/09	✓	In process					Deleted from TIP
GBD09-801	GBD	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	ARRA	\$33.0	\$33.0		4/22/09	In process	11/13/09					Design just Started. Contract received 10/15/09.
GBD09-802	GBD	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	ARRA	\$339.5	\$339.5		4/22/09	In process	11/13/09					Design just Started. Contract received 10/15/09.
GBD09-803	GBD	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	\$170.0	\$170.0		5/27/09	Not Started	In process					Not yet under contract w/ADOT. Proposal approved today.
GRC09-801	GRC	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$561.3	\$561.3		4/22/09	40%	12/23/09					Utility, ROW clearance in process
GLB09-801	GLB	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	\$5,306.3	\$5,306.3		4/22/09	PS&E 10/30/09	11/6/09					

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

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

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

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

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

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

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

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

**PROJECT STATUS REPORT    TRANSPORTATION PROJECTS IN MAG REGION**  
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Project Information				Project Funding			Project Development Status†							Comments
TIP #	Agency	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	
<b>Local Projects - Transit Projects</b>														
VMT10-807T	VMT	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	\$12,500.0	\$12,500.0		3/25/09	✓	✓	✓			Jul-10	Grants have been submitted to FTA
SCT09-803T	SCT	Loop 101/Scottsdale Rd	Park-and-Ride construction	\$5,000.0	\$5,000.0		3/25/09	✓	✓					
TMP09-806T	TMP	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	\$6,500.0	\$6,500.0		3/25/09	✓	✓	✓			Mar-11	Grants have been submitted to FTA
VMR09-801T	VMR	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	\$1,400.0	\$1,400.0		5/27/09	✓	✓	✓			Jun-01	Grants have been submitted to FTA
VMR09-802T	VMR	Regionwide	LRT Park and Ride Shade Canopes	\$2,500.0	\$2,500.0		5/27/09	✓	✓	✓			Dec-09	Grants have been submitted to FTA
				\$67,762.2	\$81,823.3									

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

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

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## Local Sponsored Project Overview

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

2. Have MAG prepare the necessary administrative adjustments/amendments to the FY 2008-2012 MAG Transportation Improvement Program and or Regional Transportation Plan as appropriate.
3. Have MAG conduct the air quality consultation/conformity if necessary.
4. Establish a deadline of November 30, 2009 for projects to be obligated. Funds from projects that are not obligated will be reprogrammed to meet the federal obligation date of February 17, 2010 in order for Arizona to be eligible to receive funding from other states that are unable to obligate their funds.

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

Local Sponsored Project Details OCTOBER 20 2009

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

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

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

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

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

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

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

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

**Local Sponsored Project Details OCTOBER 20 2009**

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

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

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

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

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

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

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

Local Sponsored Project Details OCTOBER 20 2009

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

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

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

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

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

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

Local Sponsored Project Details OCTOBER 20 2009

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

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

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

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

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

TOLLESON		
TIP #	Project Description	Federal Cost - ARRA
DOT07-323	Road Widening	\$ 3,152,890
<b>TOTAL</b>		<b>\$ 3,152,890</b>

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

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

## American Recovery Investment Act (ARRA) - ADOT Allocation Update

**KEY**

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

<b>Prioritized by Regional Council (R.C) - Currently Funded with ARRA</b>										
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
1	1	Yes	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	AWARD 07/17/09	\$26,272.0	\$26,271.6	\$0.4	\$0.4	Contract was awarded on July 17, 2009.
2	2	Yes	I-17: SR74-Anthem Way	Construct General Purpose Lane	CONST 8/7/09	\$13,314.1	\$13,314.1	(\$11)	\$0.4	Construction started on August 7, 2009
3	#	Yes	SR802: L202 to- Ellsworth	Design & ROW		\$20,400.0			\$0.4	This project was advanced from Phase III (2016-2020). The 2009 State Budget fix, removed the State STAN funds; this project is currently unfunded. The design component is \$12 million. The completion of the Environmental Assessment is uncertain at this t
4	3	Yes	US 60: SR 303L - 99th Ave	10 Miles Widening	BID 10/23/09	\$45,000.0	\$44,263.2*	\$736.8	\$737.3	The bid is expected to be opened on October 23, 2009.
5	4	Yes	US 60: 99th Ave - 83rd Ave	2.5 Miles Widening	STB 8/14/09	\$7,647.2	\$7,647.2	(\$7)	\$737.3	
6	5	Yes	Loop 101: Beardsley Rd / Union Hills	TI Improvement - Widening Union Hills and Bridge with Beardsley connector	BID 9/25/09	\$9,100.0	\$5,849.4	\$3,250.6	\$3,987.8	The bid is expected to be opened on September 25, 2009.
7	6	Yes	SR 85: Southern Ave - I 10	2 Miles New Roadway	BID 8/21/09	\$11,042.3	\$11,042.3*	\$0.0	\$3,987.9	The bid was opened on August 21, 2009. The lowest bid was \$11,042,300
8	7	Yes	SR 74: MP 20 - MP 22	2 Miles Passing Lane	BID 9/25/09	\$3,900.0	\$2,755.5	\$1,144.5	\$5,132.4	The bid is expected to be opened on September 25, 2009.
#	8	Yes	99th Ave: I-10 to MC85	99th Avenue/Van Buren Street intersection with the SRP well relocation, pavement rehabilitation for 99th Avenue from I-10 to Van Buren Street, and acquiring right-of-way.		\$3,152.9			\$5,132.4	This is a carry-over from Prop. 300. Project ready to Obligate.
<b>ARRA Funds Available as of October 20, 2009 to be programmed:</b>									<b>\$5,132.4</b>	

## American Recovery Investment Act (ARRA) - ADOT Allocation Update

**KEY**

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

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

## American Recovery Investment Act (ARRA) - ADOT Allocation Update

**KEY**

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

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

# **ATTACHMENT FIVE**

October 21, 2009

TO: Members of Transportation Review Committee

FROM: Christina Hopes, Transportation Planner II

SUBJECT: ARTERIAL LIFE CYCLE PROGRAM POLICY AND PROCEDURE OPTIONS

MAG Member Agencies expressed concerns about the current Arterial Life Cycle Program (ALCP) Policies and Procedures (“Policies”) after revisions to the Policies were approved by the MAG Regional Council on April 22, 2009. Specific concerns conveyed to MAG Staff included the policies on the reallocation of project savings and the use of surplus/deficit program funds. In an effort to address these concerns, MAG Staff conducted an ALCP Working Group meeting to determine if revisions to the approved Policies was needed.

### BACKGROUND

In 2004, the Maricopa Association of Governments (MAG) initiated the development of the Arterial Life Cycle Program (ALCP, or the “Program”) to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP, or the “Plan”). The original version of the ALCP Policies and Procedures were approved by the Transportation Policy Committee on June 22, 2005 and by the Regional Council on June 29, 2005. The current version of the ALCP Policies and Procedures (“Policies”) was approved by the Regional Council on April 22, 2009.

On September 3, 2009, the ALCP Working Group met to discuss potential revisions to the Policies. Topics covered at the meeting included the reallocation of project savings, the use of surplus/deficit program funds, the definition of a “completed/closed out” project as it applies to RARF Closeout, and data issues encountered during the annual update process. Below is a summary of the issues, current policies as listed in the approved ALCP Policies and Procedures as well as any recommendations made by the ALCP Working Group.

### **REALLOCATION OF PROJECT SAVINGS**

The reallocation of ALCP Project Savings is outlined in Section 350 of the Policies. The current policy requires additional refinement because it is unclear if project savings must remain with the project until the entire corridor is completed. Furthermore, the current policy does not provide guidance on how the reallocation of project savings should be treated for multi-jurisdictional projects versus projects contained and administered wholly within one jurisdiction.

### CURRENT POLICY

A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:

A Voluntary Association of Local Governments in Maricopa County

1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,
    - a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.
  2. If applicable, right-of-way, or other capital assets acquired with ALCP funds not used in the ALCP Project is disposed of at market rates and the funds returned to the ALCP.
- B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to an ALCP Project in that jurisdiction depending on the availability of Program funds. Project Savings may be reallocated:
1. To another ALCP Project or Projects, in the jurisdiction to address a budget shortfall, not to exceed 70% of the actual total Project costs.
  2. To advance a portion or entire existing ALCP Project or Projects in the jurisdiction up to the amount of available Project Savings.
  3. If there are ALCP Project Savings that are not reallocated and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.

#### POLICY RECOMMENDATION

The ALCP Working Group recommended the clarification of existing policies. The proposed revisions would permit the reallocation of project savings once a project segment is complete if the project segment is contained and administered wholly within one jurisdiction. For multi-jurisdictional projects, the ALCP Working Group recommended adding a new policy requiring a Lead Agency to obtain consensus from any partnering agency(s) on the reallocation of project savings from an incomplete corridor towards another project programmed in the ALCP.

#### **USE OF SURPLUS OR DEFICIT PROGRAM FUNDS**

Section 270 of the Policies addresses the use of surplus or deficit program funds. MAG Member Agencies suggested revisiting the existing policies to determine if any revisions should be made. In particular, concerns were expressed about the current deficit of program funds due to the decline in the transportation half-cent sales tax revenue collection and the likelihood that additional reimbursements may be deferred to Phase V of the program during the annual update of the Program.

#### CURRENT POLICY

- A. If a surplus Program funds occurs, existing Projects may be accelerated. Any acceleration will occur according to priority order of the ALCP.
  1. For Projects to be accelerated, matching local funds must be committed.
  2. If there are no current Projects ready for acceleration, the next Project scheduled for reimbursement may be accelerated.
  3. If there are surplus funds available upon the full completion of the ALCP, the MAG Transportation Policy Committee will discuss options regarding additional Projects.
- B. ALCP Projects may be delayed if there is a deficit of Program funds. ALCP Projects will be delayed in priority order of the ALCP.

#### POLICY RECOMMENDATION

None. Although the ALCP Working Group agreed the deficit of program funds was a concern, participants did not propose any revisions to the existing policies.

### **RARF CLOSEOUT**

Regional Area Road Fund (RARF) Closeout policies and procedures are established in Section 260 of the approved Policies. Procedures outlining prioritization of eligible projects are listed in Section 260.D. Although facilities may be open to traffic, invoices from consultants may be submitted to the Lead Agency after the project segment is “closed out.” At the ALCP Working Group meeting, participants discussed the need to revise the Policies and establish a definition of a “completed/closed out” project.

### CURRENT POLICY

- D. To be considered as an eligible project for reimbursement with RARF Closeout funds:
1. The Project or Project segment must be completed/closed out.
  2. The Lead Agency must completed the following Project Requirements:
    - a. Project Overview
    - b. Project Agreement, and
    - c. Project Reimbursement Request.
  3. All three requirements must be accepted by MAG Staff as complete.

### POLICY RECOMMENDATION

None. The consensus of the ALCP Working Group was to allow MAG Staff to make the determination of a “completed/closed out” project, as appropriate. Participants acknowledged that a lag time in receiving invoices from consultants was not uncommon and should not be attributed to the Lead Agency. The participants also agreed that once a project had been reimbursed through the RARF Closeout Process that additional reimbursements should not be sought; however, a revision to the current Policies was not required to address the issue.

### **DATA ISSUES**

MAG Staff requested input from the ALCP Working Group regarding data received during the annual update process. Specific concerns were expressed by staff about the timely data submissions as well as the accuracy and consistency of the data submitted.

### CURRENT POLICY

None. The annual update process is addressed in Sections 200, 210, and 220 of the Policies. However, specific policies addressing the quality of the data or the late submission of project updates are not included in the approved Policies.

### POLICY RECOMMENDATION

None. The ALCP Working Group acknowledged the concerns of MAG Staff and agreed the inaccurate data was a concern, particularly in the programming of reimbursements with a deficit of program funds. Participants referenced efforts to establish Federal Fund Programming Principles to address similar issues in the MAG Transportation Improvement Program (TIP). The ALCP Working Group decided to revisit the discussion after additional progress had been made on the development and approval of the Federal Fund Programming Principles.

## PROPOSED CHANGES TO SECTION 350 OF THE ALCP POLICIES AND PROCEDURES\*

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### SECTION 350: REALLOCATION OF PROJECT SAVINGS

- A. Project Savings from the ALCP will not be determined by MAG to be eligible for reallocation, unless and until:
1. Construction has been completed and the work satisfies the original intent and scope of the Project, as included in the Project Agreement and Project Overview, and there are remaining regional funds allocated to the Project; OR,
    - a. A high degree of certainty is obtained that construction for the original ALCP Project will be completed consistent with the Project Agreement and Project Overview specified scope and schedule.
  2. If applicable, right-of-way, or other capital assets acquired with ALCP funds not used in the ALCP Project is disposed of at market rates and the funds returned to the ALCP.
  3. **The project segment has been reimbursed or the Final PRR documenting all project costs has been accepted by MAG.**
- B. ALCP regional funds found by MAG to be surplus to an ALCP Project, and for which certain criteria as established below are met, may be noted as Project Savings and reallocated to an **other** ALCP Project **in that jurisdiction** depending on the availability of Program funds. **Project savings may be applied:**
1. To another ALCP Project or Projects, ~~in the jurisdiction~~ to address a budget shortfall, not to exceed 70% of the actual total Project costs.
  2. To advance a portion or entire existing ALCP Project or Projects **in the jurisdiction** up to the amount of available Project Savings.
- B. If there are ALCP Project Savings that are not reallocated **to another project or project segment currently programmed in the ALCP** and the ALCP is completed, then new Project(s) for that jurisdiction may be funded.
- C. **Project savings may be reallocated after the completion of an ALCP Project segment.**
1. **For project savings from completed ALCP project segments contained and administered wholly within one jurisdiction.**
    - a. **The Lead Agency responsible for the project segment may reallocate the project savings to another project currently programmed in the ALCP.**
  2. **When project savings occurs on a completed ALCP project segment located in multiple jurisdictions:**
    - a. **The project savings must be reallocated to another project segment located on the same corridor unless:**
      - i. **All project segments located on the corridor are completed. If all project segments pertaining to a corridor currently programmed in the ALCP are complete, then the Lead**

Agency may reallocate the project savings to another project or project segment currently programmed in the ALCP under the Lead Agency's jurisdiction.

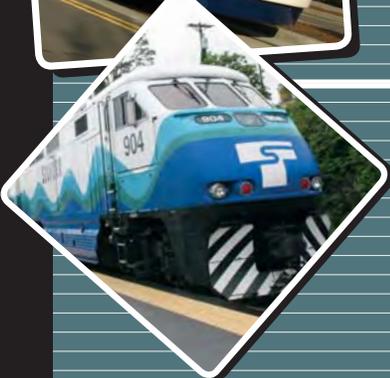
- b. An exception to 350.C.2.a may be granted by MAG to a Lead Agency requesting the reallocation of project savings to another corridor prior to the completion of the original corridor where the funds were programmed for reimbursement if the Lead Agency obtains consensus from the partnering agencies from each project segment on the corridor.
- i. The Lead Agency must submit a formal request in writing requesting the exception and documenting the requested reallocation of project savings. The written request must include the signed endorsement of a designated signer from each partnering agency before the reallocation will be programmed in the ALCP.

\*Proposed changes to the Arterial Life Cycle Program Policies and Procedures approved by the MAG Regional Council on April 22, 2009.

# **ATTACHMENT SIX**

**DRAFT**

# MAG Regional Transit Framework Executive Summary



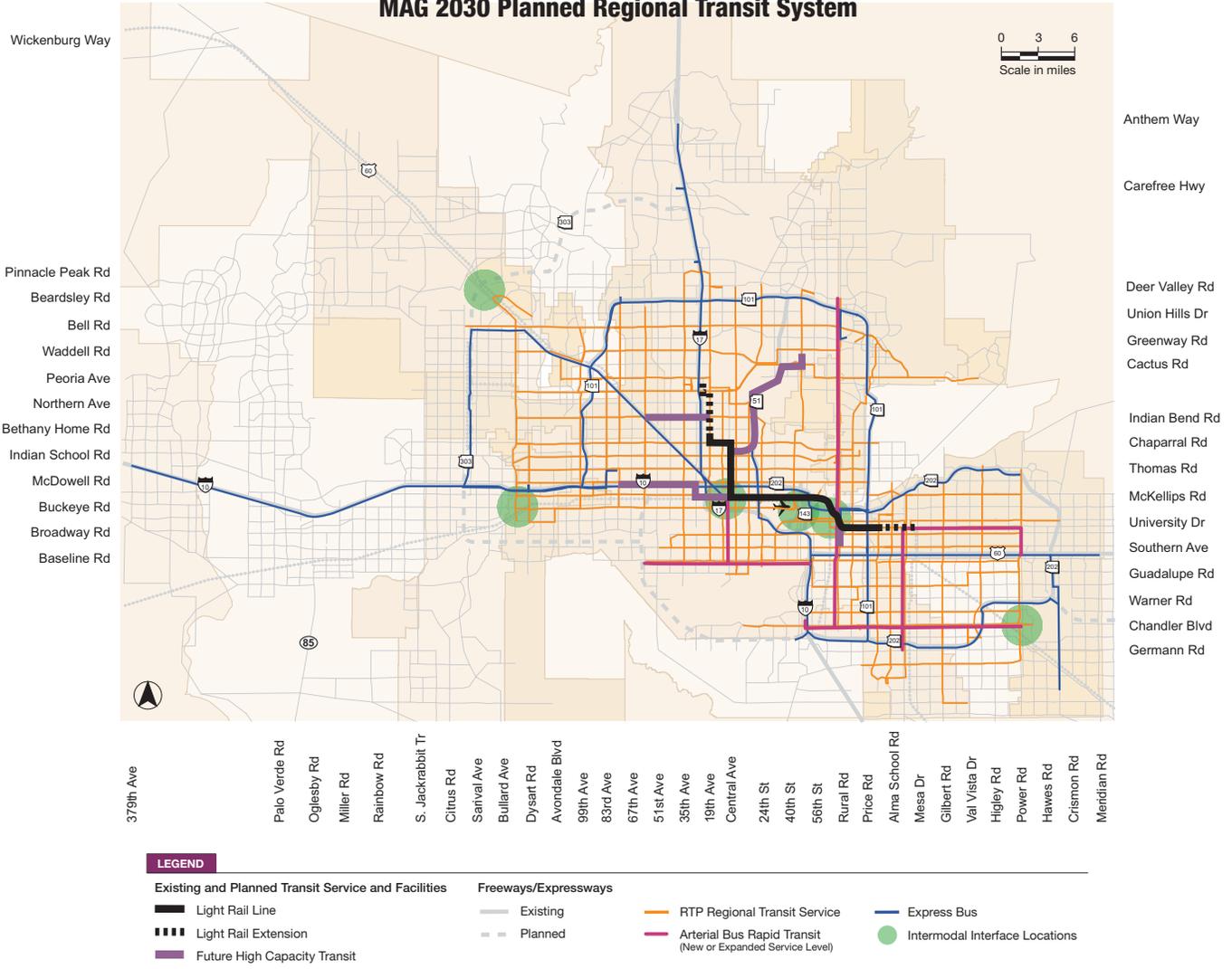
# Project Background and Process

Nearly 700,000 new residents were added to Maricopa County between 2000 and 2006. The U.S. Census Bureau estimates the county's population to be approximately 3.8 million people today, but regional forecasts indicate that Maricopa County may be home to 6.1 million by 2030. Significant development is predicted on the edge of the existing urban area and beyond, where few or no transit services are currently planned. Despite a Regional Transportation Plan (RTP) — with transit funded by the same half-cent sales tax that pays for freeway expansion — and financial support from local communities, additional public transit funding will be required to keep up with growth. An approach embracing all modes of transportation, including

public transit, is essential to address the region's growing transportation demand.

The MAG Regional Transit Framework identified and prioritized needs for regional transit improvements to supplement the existing RTP through 2030, with consideration for longer range transportation needs through 2050. The analysis of land use, socioeconomic (population and employment) conditions, existing and planned transit service, and infrastructure, along with input from transit riders and nonriders, enabled MAG to identify transit needs, deficiencies, opportunities, and constraints. Three scenarios for transit services and facilities were then developed to address future travel needs.

**MAG 2030 Planned Regional Transit System**



**LEGEND**

- |  |                             |  |                                  |
|--|-----------------------------|--|----------------------------------|
| <b>Existing and Planned Transit Service and Facilities</b> | <b>Freeways/Expressways</b> | <b>RTP Regional Transit Service</b>                          | <b>Express Bus</b>               |
| — Light Rail Line  | — Existing                  | — Arterial Bus Rapid Transit (New or Expanded Service Level) | — Express Bus                    |
| — Light Rail Extension                                     | — Planned                   | — Future High Capacity Transit                               | ● Intermodal Interface Locations |

## Review of Peer Regions

To understand how the transit system in the MAG region compares to others, six similar (peer) regions were reviewed. Peer regions were selected based on their location, size, transit system characteristics, land use patterns, and other factors. The six peer regions were: Atlanta, Dallas, Denver, Salt Lake City, San Diego and Seattle.

### Population and Population Density

REGION	2006 UZA Population	2000 UZA Land Area	Population per Square Mile
Atlanta	4,051,000	1,963	2,064
Dallas	4,809,000	1,529	3,146
Denver	2,316,000	585	3,959
Salt Lake City	945,000	231	4,094
San Diego	2,722,000	782	3,479
Seattle	2,875,000	954	3,015
Average <sup>1</sup>	2,531,143	1,007	2,932
MAG Region	3,228,000	779	4,040

Source: National Transit Database  
<sup>1</sup> Average does not include MAG Region

### Population and Population Density

Total population and its density affect the performance of and need for public transportation. In comparing the urbanized area (UZA) of the peers, the MAG region ranks third (of seven) in population and second in population density.

### Peer Region Transit Services

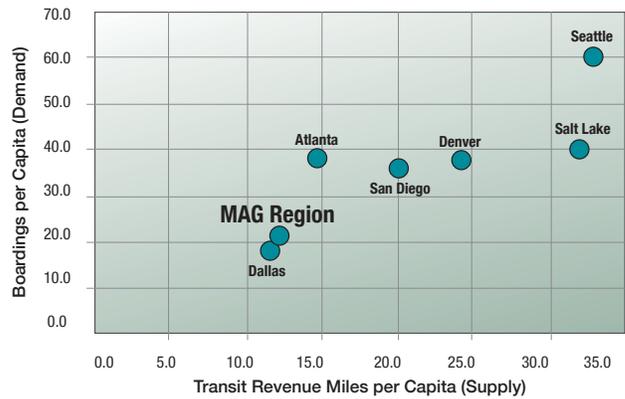
All of the peer regions, including the MAG region, operate bus and vanpool service. Each operates light rail or (in Atlanta) heavy rail service. The primary difference between light and heavy rail is the number of people that they can carry, both are designed to operate frequent, all-day service. In addition to these modes, commuter rail is a service designed to have a limited number of stops over long distances, and to connect suburbs with busy activity centers during peak periods. Atlanta, Denver and the MAG region currently lack commuter rail service.

### Transit Supply and Demand

Knowing how many people use transit, and how much transit service is available, is important for understanding the differences between regional transit systems. Transit supply is a measure of the number of miles operated by all transit modes (buses, trains, etc.) in a region. Transit use, or demand, is a measure of the number of passengers boarding transit in a region. In general, data from the peer regions indicates that as transit revenue

miles (supply) per capita increase, passenger boardings per capita (demand) also increase. This pattern does not directly account for other variables such as land use and development patterns, traffic congestion, vehicle ownership rates, and parking costs.

### 2006 Transit Boardings & Miles of Service

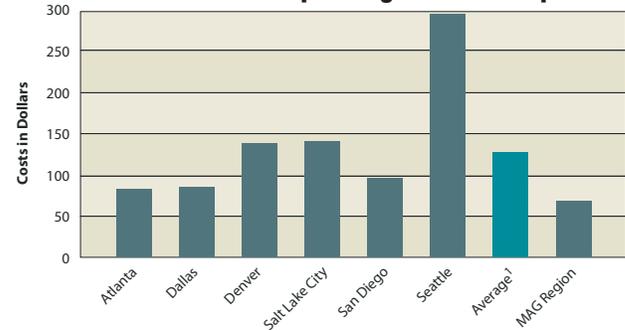


Source: National Transit Database

### Investment in Transit

Regional investments in transit service vary greatly. On average, the peer regions invest approximately \$130 per person per year. The MAG region invests just over \$71 per year.

### 2006 Transit Operating Costs Per Capita



## Public Involvement

MAG and its partners, Valley Metro Rail (METRO) and Valley Metro, conducted a comprehensive public outreach process geared towards both transit riders and non-riders. Its goal was to reach a broad range of citizens to obtain feedback on Maricopa County's current transit system, and on the types of regional transit service that the community would like to see. The process involved a series of focus groups and a telephone survey of Maricopa County residents who were not regular public transit riders. Public feedback helped to identify future transit needs and played a key role in defining regional transit deficiencies for the RTFS.

## Regional Transit Problem Definition

The RTFS was intended to identify improvements designed to attract new transit riders and improve transit service for existing customers. To accomplish this, it was necessary to understand the factors that affect the decision to use transit, as well as the relationships among transit, land use, local plans and policies, and other transportation planning efforts. Through research and stakeholder input (such as the focus groups and telephone survey), the MAG study team identified the following regional transit deficiencies:

- Transit demand exceeding capacity (in areas and corridors with high demand for service), causing overcrowding
- Insufficient service expansion (as funded and programmed in the twenty-year RTP)
- Capital deficiencies (i.e., insufficient infrastructure, facilities and vehicles)
- Unmet needs for convenient services
- Unserved sparsely developed areas (with a need for rural or inter-community service)
- Unserved growth areas
- Route patterns not well suited to support broadly dispersed employment, which makes conventional transit service less efficient and more costly to provide
- Congested roadways (slowing transit service, making it less efficient and less appealing)
- Insufficient support for economic competitiveness (which is becoming more dependent on good public transit)
- Lack of funding for new transit investments

In general, deficiencies of the public transportation system in Maricopa County fall within three overlapping categories: service area coverage, passenger convenience, and funding.

### Service Area Coverage

Most long-term population growth is projected to occur in areas outside the Loop 101 and 202 freeways—areas that currently have little or no transit service. While the RTP provides for some expansion to these areas, geographic coverage will still be limited, as will hours and frequency of service. Addressing future transit needs on the periphery of the metropolitan area will require consideration of both residential and employment concentrations.

### Passenger Convenience

Regional focus groups and the survey revealed many forms of inconvenience that discourage transit ridership among those who have other travel options, including long waits at transfer points, safety and security concerns (e.g., lighting, safe crosswalks, visibility), lack of amenities at many transit stops, absence of real-time arrival information, overcrowding, roadway congestion, and inadequate park-and-ride capacity. The RTP addresses only some of these issues at a limited number of locations.

### Funding and Seamless Service

Not only is transit funding in Maricopa County modest compared with many peer regions, it also comes from a mix of regional and local sources. As a result, the level of service will continue to vary from one community to another, even when the RTP improvements have been fully implemented. A truly seamless and consistent regional system would require funding beyond the level provided through the RTP.

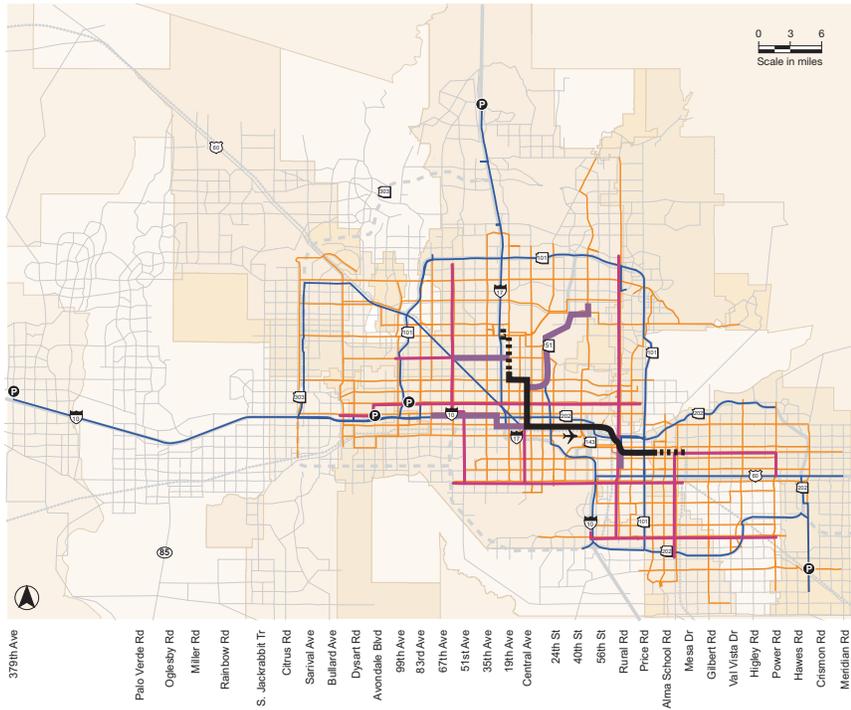
The analysis of transit deficiencies led the MAG study team to identify four categories of regional transit needs around which the recommended scenarios were developed: (1) new and expanded transit services, (2) new service corridors, (3) higher-speed travel opportunities, and (4) new revenue sources.

## Year 2030 Transit Scenarios

Three regional transit scenarios were developed for 2030 to provide options for improving transit service in the MAG region. The scenarios build on the transit enhancements identified in the MAG RTP (funded through proposition 400 and local sources) and are based on a defined level of financial investment. New enhancements beyond those already defined in the RTP include improvements to existing transit service, expansion of transit service to new areas, and the inclusion of new transit service options (e.g., express bus, arterial bus rapid transit, high-capacity transit).

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**Scenario I - Basic Mobility**



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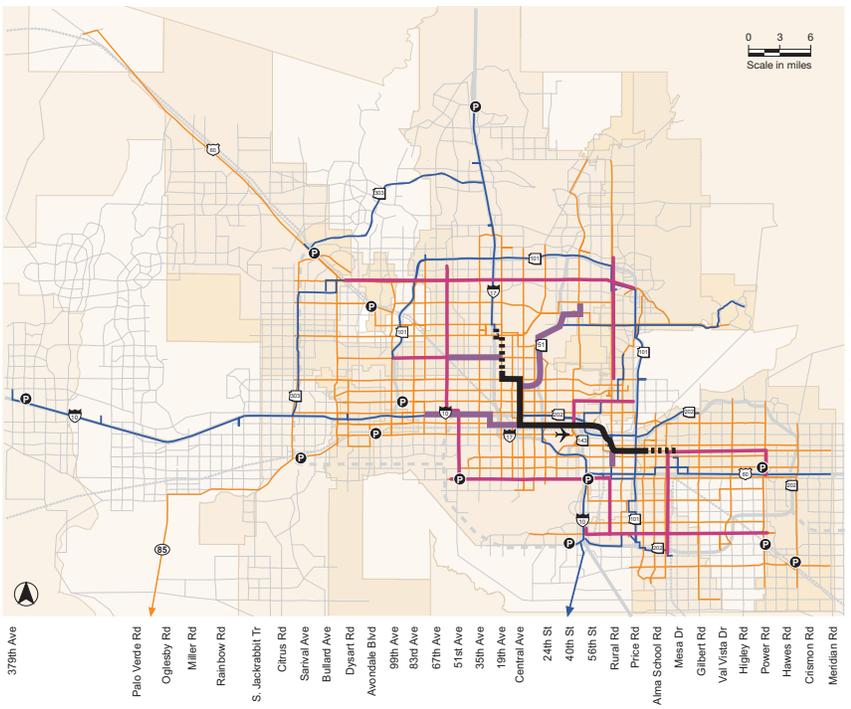
**Existing and Planned Transit Service and Facilities**

- Light Rail Line
- Light Rail Extension
- Future High Capacity Transit
- Express Bus
- Regional Supergrid and Connector Bus
- Arterial Bus Rapid Transit
- Emerging Transit Corridors Beyond 2030
- P Park-and-Ride Facility
- + Transit Center
- Intermodal Interface Locations

**Freeways/Expressways**

- Existing
- Planned

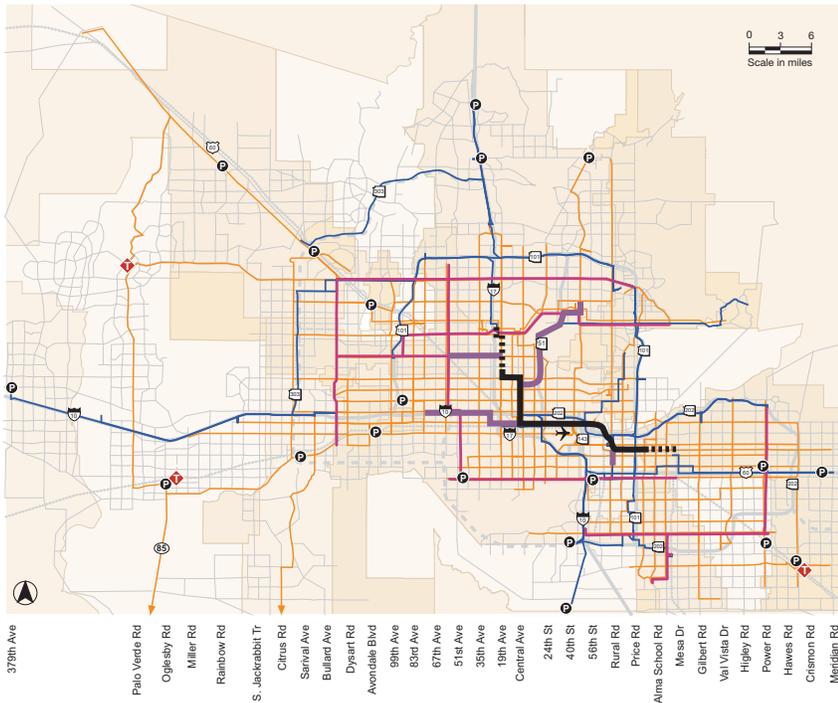
**Scenario II - Enhanced Mobility**



- Wickenburg Way
- Anthem Way
- Carefree Hwy
- Deer Valley Rd
- Union Hills Dr
- Greenway Rd
- Cactus Rd
- Indian Bend Rd
- Chaparral Rd
- Thomas Rd
- McKellips Rd
- University Dr
- Southern Ave
- Guadalupe Rd
- Warner Rd
- Chandler Blvd
- Germann Rd

- 379th Ave
- Palo Verde Rd
- Oglesby Rd
- Miller Rd
- Rainbow Rd
- S. Jackrabbit Tr.
- Citrus Rd
- Sarival Ave
- Bullard Ave
- Dysart Rd
- Avondale Blvd
- 99th Ave
- 83rd Ave
- 67th Ave
- 51st Ave
- 35th Ave
- 19th Ave
- Central Ave
- 24th St
- 40th St
- 56th St
- Rural Rd
- Price Rd
- Alma School Rd
- Mesa Dr
- Gilbert Rd
- Val Vista Dr
- Higley Rd
- Power Rd
- Hawes Rd
- Crismon Rd
- Meridian Rd

Scenario III - Transit Choice



**LEGEND**

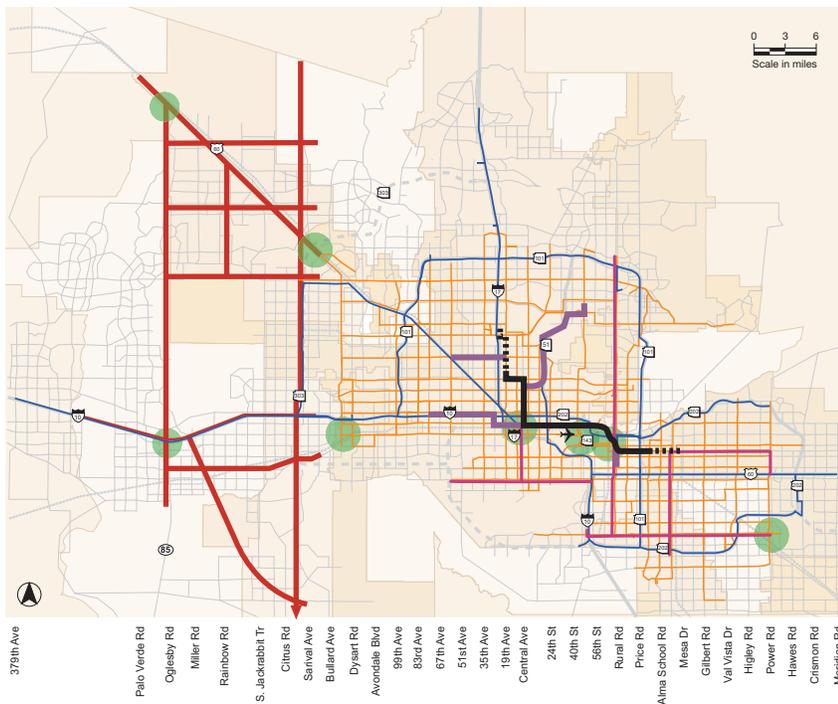
**Existing and Planned Transit Service and Facilities**

- Light Rail Line
- Light Rail Extension
- Future High Capacity Transit
- Express Bus
- Regional Supergrid and Connector Bus
- Arterial Bus Rapid Transit
- Emerging Transit Corridors Beyond 2030
- Park-and-Ride Facility
- Transit Center
- Intermodal Interface Locations

**Freeways/Expressways**

- Existing
- Planned

Beyond 2030



Wickenburg Way

Anthem Way

Carefree Hwy

Deer Valley Rd

Union Hills Dr

Greenway Rd

Cactus Rd

Indian Bend Rd

Chaparral Rd

Thomas Rd

McKellips Rd

University Dr

Southern Ave

Guadalupe Rd

Warner Rd

Chandler Blvd

Germann Rd

379th Ave

Palo Verde Rd

Oglesby Rd

Miller Rd

Rainbow Rd

S. Jackrabbit Tr

Citrus Rd

Sanval Ave

Bullard Ave

Dysart Rd

Avondale Blvd

90th Ave

83rd Ave

67th Ave

51st Ave

35th Ave

19th Ave

Central Ave

24th St

40th St

56th St

Rural Rd

Price Rd

Alma School Rd

Mesa Dr

Gilbert Rd

Val Vista Dr

Higley Rd

Power Rd

Hawes Rd

Crismon Rd

Meridian Rd

MAG REGIONAL TRANSIT FRAMEWORK

Scenario	Investment Level	Philosophy	Characteristics
<b>I: Basic Mobility</b>	Lowest (extend existing sources)	Continuation of RTP <ul style="list-style-type: none"> <li>Minimal service expansion with same types of services and programs as currently programmed in the RTP</li> </ul>	<ul style="list-style-type: none"> <li>Expands service to new areas</li> <li>Improves service levels within a limited number of high demand transit corridors</li> <li>Many deficiencies not addressed</li> </ul>
<b>II: Enhanced Mobility</b>	Moderate (comparable to peer regions level)	Concentrated Expansion <ul style="list-style-type: none"> <li>Moderate service expansion</li> <li>Moderate increase in service area</li> <li>Improved frequencies to meet standard service levels</li> <li>Higher speed options (express bus, arterial BRT &amp; HCT)</li> <li>Activity centers outside urbanized area primarily connected through frequent, limited stop express services</li> </ul>	<ul style="list-style-type: none"> <li>Expands regional transit service levels</li> <li>Improves transit travel speeds in highest priority corridors</li> <li>Deficient service levels improved</li> </ul>
<b>III: Transit Choice</b>	Higher (comparable to Seattle level)	Growth Expansion <ul style="list-style-type: none"> <li>Most aggressive service expansion</li> <li>Comparatively greatest increase in service area</li> <li>Improved frequencies to meet standard service levels</li> <li>More high-speed options in urban/non-urban area</li> <li>Activity centers outside urbanized area connected through frequent, limited stop express services and Supergrid bus</li> </ul>	<ul style="list-style-type: none"> <li>Expands regional transit service levels</li> <li>Provides a more comprehensive regional transit system</li> <li>Improves transit travel speeds in many more corridors</li> <li>Nearly all deficiencies are addressed</li> </ul>

Investment Options	Scenario I	Scenario II	Scenario III
Local Transit Service Improvements	---	●	●
Basic Expansion of ADA Paratransit Service	●	●	●
Regional Paratransit Service	---	●	●
Regional Connector – New Routes	---	---	●
Supergrid - Route Extensions	●	●	●
Supergrid - Increased Frequency	---	●	●
Express – New Routes & Increased Frequency	●	●	●
Express – Two-way All-day Service	●	●	●
Arterial BRT – New Routes	●	●	●
Arterial BRT – Increased Frequency	●	●	●
HCT Peak Period – New Routes	---	●	●
HCT All Day – Route Extensions	---	●	●



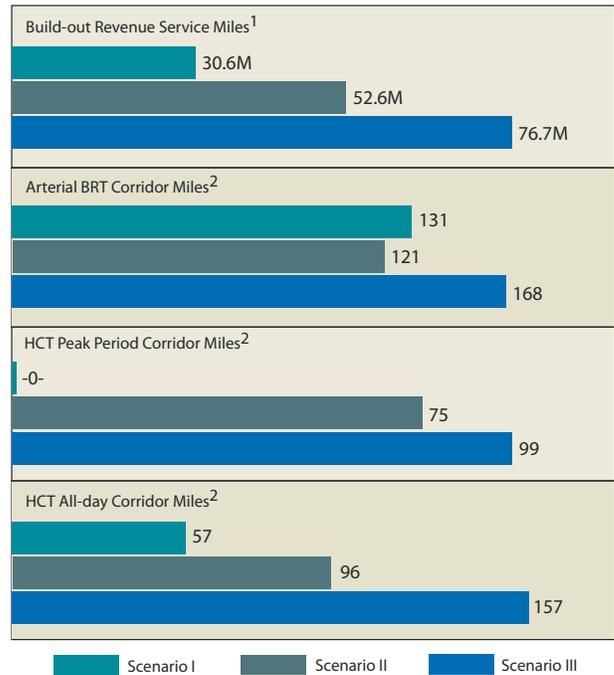
Descriptions of each transit mode in the transit service scenarios are provided below. Photos of similar services are displayed in the column to the left.

- A** ADA Paratransit (dial-a-ride) – Curb-to-curb shared ride service for eligible persons with disabilities who are unable to travel alone by bus.
- B** Regional Connectors—Intercity buses connecting outlying communities with activity centers.
- C** Supergrid—Bus service on major arterial streets serving major activity centers with consistent levels of service operating across jurisdictional boundaries.
- D** Express Bus—Services using the regional freeway system and HOV lanes to connect park-and-ride lots with major employment centers.
- E** Arterial Bus Rapid Transit (BRT)—Arterial bus service that operates faster than supergrid routes, by making a limited number of stops and taking advantage of features such as traffic signal priority.
- F** High-Capacity Transit All-Day—Frequent, all-day rail or bus service that typically operates in a dedicated guideway and stops for passengers only at designated stations.
- G** High-Capacity Transit Peak-Period—Long-distance rail (i.e., commuter rail) or bus service operating in a dedicated guideway, making infrequent stops, and operating primarily during the morning and afternoon peak periods.

The transit service scenarios provide the community with three separate visions for the future. The first scenario (Basic Mobility) includes minimal service expansion with the same types and levels of service provided today and currently programmed in the RTP. The purpose of this scenario is to illustrate what could be accomplished in the region if all current transit revenue sources are extended through 2030.

The second scenario (Enhanced Mobility) assumes that the region funds transit service at a level comparable to the peer regions average, providing for improved bus service frequencies, expanded express bus service with some routes operating all day, expanded arterial BRT service, the construction and operation of new high-capacity transit corridors, and a seamless regional ADA paratransit program. This scenario provides a greater emphasis on concentrating transit services in areas with the greatest population and employment densities. Low-density areas are connected to activity centers and other regional transit services through direct express routes and other services.

### Comparison of Scenarios



1 Includes all regional transit modes (local services not included)  
 2 Includes all corridor miles operated including original RTP funded corridors

Scenario III accomplishes all of the elements in Scenario II, but includes additional high-capacity transit corridors and a larger network of supergrid bus routes to serve more areas of the region with high-quality transit service. This scenario assumes that the regional transit program would be funded at a level comparable to the Seattle region. The Seattle region invests approximately four times more in transit than the Phoenix region (adjusted for population).

## Funding

The Regional Transit Framework scenarios were developed based on the region’s needs and deficiencies, as well as other considerations including regional connectivity and integration with other transportation modes. Expenditures or costs were another factor in determining the transit services and capital investments identified for each scenario.

Expenditures represent estimated costs associated with implementing, developing or purchasing the transit elements defined in each scenario (see below). Since the framework establishes a guide for future regional planning, not a financially constrained implementation plan, potential revenue sources are not specified.

## Transit and Sustainable Development

Maricopa County’s investment today in transit is an important element in shaping the region’s future travel behavior. Focus groups, telephone survey respondents, the general public and peer regions expressed support for transit investment to provide a convenient system that supports economic development and provides mobility choices. To attain these goals in other regions, transit districts are working with municipal agencies to develop a foundation for successful transit investments through better land use integration. They recognize that the relationship between regional land use development and transit service is a key to building and sustaining ridership. Transit authorities have promoted zoning regulations that implement desired land use patterns around transit stations, and are working with their communities

to enhance transit connections through bus, bike and pedestrian facilities. These agencies have also considered parking strategies and their effect on transit use.

### Transit-Supportive Land Use

Transit use is strongly dependent on development density and land use. Typically, concentrated, mixed-use development produces higher residential and employment densities, which boost transit ridership. In particular, downtown employment centers, especially ones with limited or costly parking, generate a strong transit ridership base.

Transit Oriented Development (TOD) is defined as compact mixed-use (e.g., residential, office, retail, entertainment) development, located within an easy walk of a transit station or stop. By focusing compact development around transit stations, transit-supportive developments capitalize on public investments. The typical components of transit-supportive development near a station include moderate to high-density development, a mix of land use types, parking behind buildings or on the street, plazas or public spaces, and public art.

### Activity Centers

Activity centers can produce significant transit ridership. An activity center can be a recreational or sports facility, a major shopping destination, or an entertainment venue. Structured parking is often built next to the site along with other uses. At some locations, parking is shared between uses to allow more intense land use. The combination of limited parking and activity center demand can mean higher transit ridership to these locations.

### Parking and Transit

In addition to station proximity and transit service quality, parking policies influence ridership. An ample and easily accessible supply of parking, such as that found in many suburban office parks, encourages auto use and reduces attractiveness to transit riders. Conversely, the concentrated uses and limited and costly parking supply found in many major downtowns leads to higher ridership. The decreased amount of land dedicated to parking not only generates transit ridership, but supports the development of denser land uses.

### Comparison of Estimated Expenditures by Scenario (in 2008\$)

Scenario	Local/Other	Regional	Total	Program Years
RTP Base	\$6.85 billion <sup>1</sup>	\$7.15 billion <sup>2</sup>	\$14.00 billion	2008 – 2028
Scenario I	\$0	\$2.05 billion	\$2.05 billion	2027 – 2030
Scenario II	\$2.90 billion	\$8.15 billion	\$11.05 billion	2015 – 2030
Scenario III	\$3.80 billion	\$17.70 billion	\$21.50 billion	2015 – 2030

<sup>1</sup> RTP local/other supported by fares, local sales tax, general funds, etc. (local taxes/gen fund = 69.3% of local/other category)

<sup>2</sup> RTP regional supported by regional sales tax and federal funds (Prop 400 sales tax = 59.5% of regional category)

Source: MAG Study Team, 2009

## Relationship to Statewide Transportation Planning Framework Study

The MAG RTF identifies future transit needs for the entire county. The same concerns for meeting future travel demand are shared by communities across the state. To address the issue statewide, other framework studies have been completed throughout Arizona. The MAG RTF will join these studies as input into a statewide multi-modal transportation planning framework. This coordinated planning framework process is known as Building a Quality Arizona (bqAZ).

## Regional Transit Program for the Future

Developed through a demand-based approach, the regional transit framework scenarios provide a blueprint for a better coordinated and integrated regional transit system. Implementation of the concepts in these scenarios would transform the current regional transit system to one that more effectively and efficiently addresses travel needs throughout the region. To advance the transit service scenarios beyond a mere blueprint, the region must reach consensus on the future transit vision, identify resources and develop a detailed implementation strategy.

### FOR MORE INFORMATION

Visit [bqaz.org](http://bqaz.org) and select "MAG Regional Transit Framework Study," or contact Kevin Wallace of Maricopa Association of Governments, phone: 602-254-6300  
e-mail: [kwallace@mag.maricopa.gov](mailto:kwallace@mag.maricopa.gov)



302 North 1st Avenue  
Suite 300  
Phoenix, AZ 85003

# 2010 Update Regional Transportation Plan

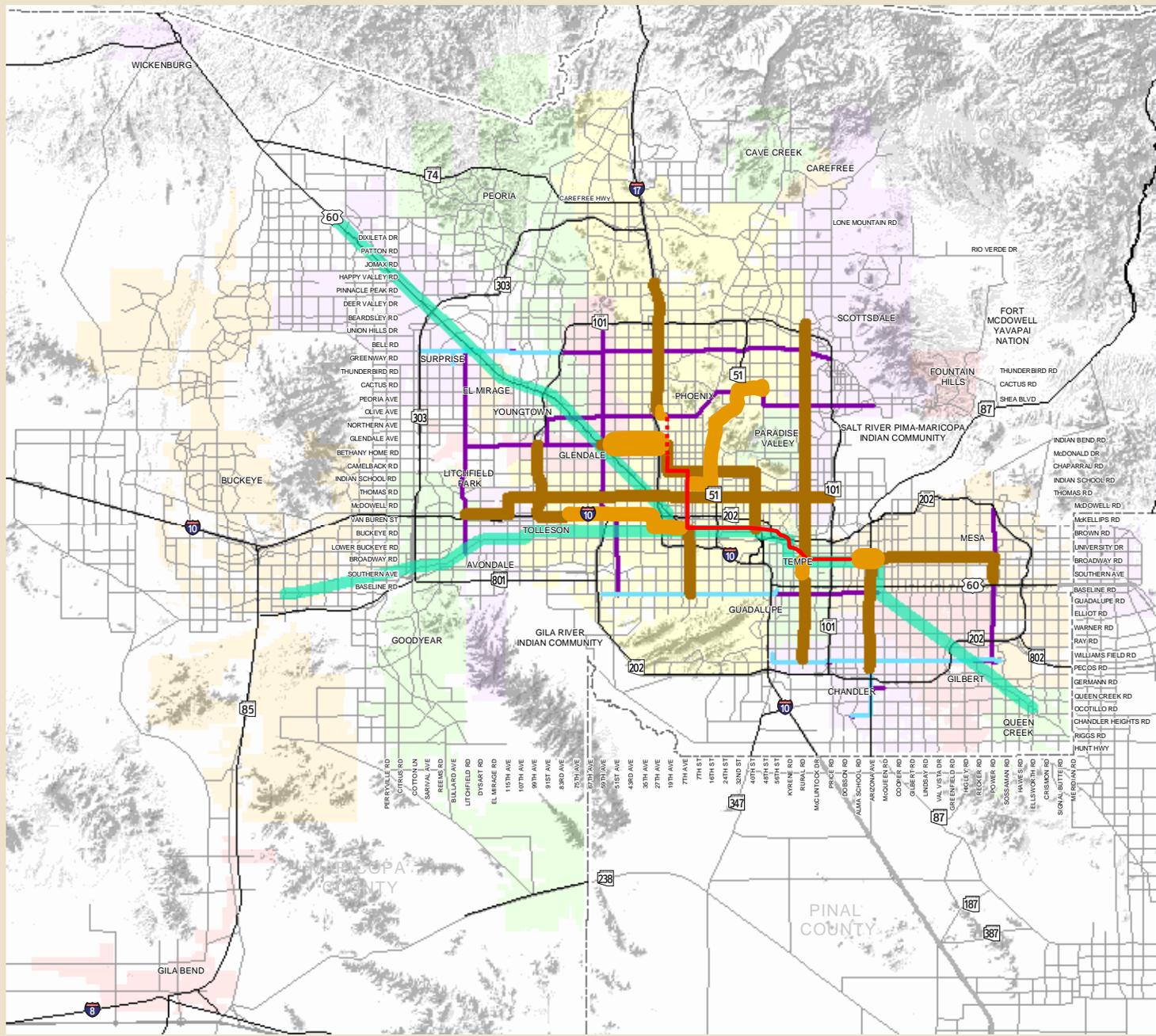
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**MARICOPA ASSOCIATION of GOVERNMENTS**

## Illustrative Transit Corridors

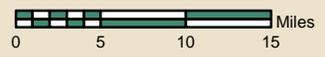
- Initial 20-mile Light Rail Segment
- - - Northwest Extension (Scheduled to open 2012)
- Planned High Capacity Transit Corridors
- New High Capacity Transit (All-day Service)
- New High Capacity Transit (Peak Service)
- Planned Arterial Bus Rapid Transit
- New Arterial Bus Rapid Transit
- Freeways/Highways
- Other Roads
- County Boundary



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



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.

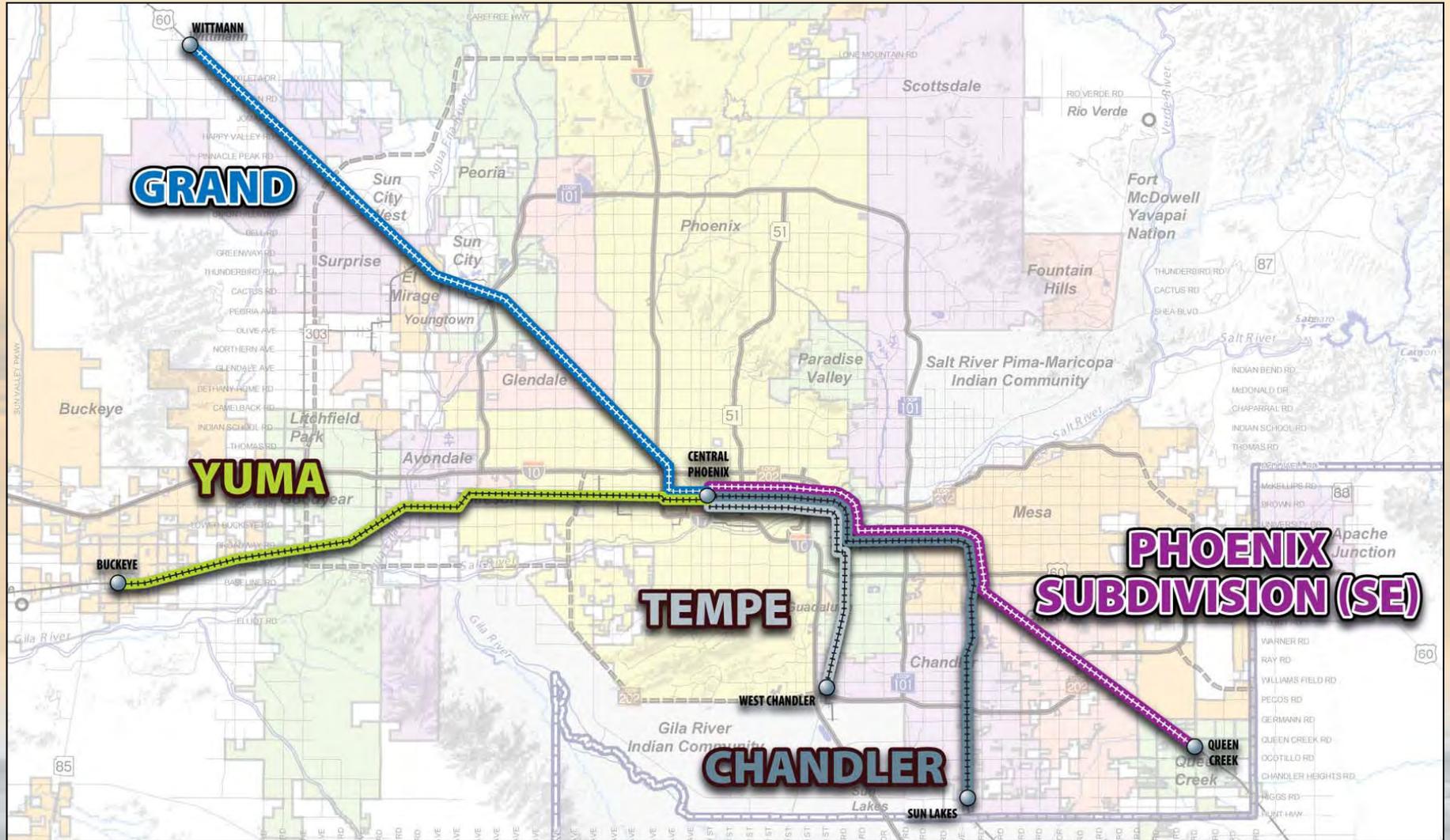


*Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.*

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# **ATTACHMENT SEVEN**

# System Study Corridors



# **ATTACHMENT EIGHT**

# PERFORMANCE MEASUREMENT FRAMEWORK AND CONGESTION MANAGEMENT UPDATE STUDY

## EXECUTIVE SUMMARY 2008-2009

### TRANSPORTATION PERFORMANCE MEASURES FOR THE MAG REGION

The MAG Performance Measures (PM) Report has been developed in conjunction with a Regional Performance Measurement Framework and a Data Gap Analysis Document as part of Phase II of the Performance Measurement Framework and Congestion Management Update Study. The purpose of the PM Report is to provide an overview of how the transportation system in the MAG region is currently performing, as well as highlight significant facts regarding performance across selected corridors and facilities.

Data analyzed as part of the Performance Measures Report are primarily from 2006 and 2007, prior to both the dramatic increase in gasoline prices during 2008 and the economic recession which began to gain traction in the middle of that year. As a result, significant changes in transportation system use and performance are likely to have occurred since the data presented in this report were produced. Even so, this report illustrates how tracking transportation system performance data facilitates more informed public decision making, thereby resulting in better public policy, planning, and project selection.

This Executive Summary highlights findings within the reported data that are of significant interest or that have potential future policy implications. Following is a summary and discussion for the principal sections of the Study:

#### **LIMITED ACCESS HIGHWAY AND HOV LANE PERFORMANCE**

The freeway system in Maricopa County encompasses fifty-three (53) miles of Interstate highway, and one hundred sixty-three (163) miles of other freeways and expressways. Interstate highways include I-10 (the Maricopa/Papago Freeway) and the I-17 (the Black Canyon Freeway). Other important freeways and expressways include: U.S. 60 (the Superstition Freeway), Loop 202 (the Red Mountain/Santan Freeway), Loop 101 (the Price/Pima/Agua Fria Freeway), SR 51 (the Piestewa Freeway), and SR 143 (the Hohokam Expressway). According to the Texas Transportation Institute's 2009 Annual Urban Mobility Report, congestion in the greater Phoenix metropolitan area cost (based on wasted time and fuel) \$1.89 billion in 2007. The average cost of congestion per traveler during 2007 was \$1,034.

The most heavily traveled freeway is I-10 west of downtown Phoenix, which serves almost 200,000 vehicles on an average weekday. The I-10 is a heavily congested roadway, moving at an average of just over 35 mph from SR 51 to 82<sup>nd</sup> Avenue during parts of both the AM and PM peak periods. Other regional freeways carrying fewer total vehicles are, at times, equally congested. As an example, the Loop 101 (southbound) between the Loop 202 and Guadalupe

Road has an average speed of less than 30 mph during the peak of the evening rush hour. In addition, the westbound portion of the Loop 202 is somewhat unique in that it routinely experiences heavy congestion between SR 143 and I-10 during both the AM and PM peak periods.

An important contributor to the MAG area's traffic congestion pattern is the transportation-land use configuration and how it influences travel behavior, especially for commuter trips which tend to concentrate on morning and afternoon periods. One consequence of regional traffic congestion (primarily resulting from high levels of demand and consequent slower vehicular speeds) is that portions of all of the freeways in the MAG region typically and consistently operate at lower efficiencies only during certain hours of the AM and PM periods. That is, as a result of traffic congestion, each of these roads becomes incapable of serving the traffic volumes they were designed to support under more favorable conditions. For example, congestion is frequently so severe during the peak period, that several sections of I-10 actually serve less than 60 percent of the vehicles they were designed to serve, simply because traffic is moving so slowly. Likewise, PM peak period traffic demand along sections of I-17 is so high that these portions of the freeway are able to serve less than 40 percent of their design volumes.

High Occupancy Vehicle (HOV) lanes have been designed and built to encourage carpooling and transit ridership, thus helping in relieving congestion. Nevertheless, congestion is also common on sections of several of the region's HOV lanes, reducing incentives associated with their use. This may be due, in part, to how motorists interact with the HOV lane usage time of day restrictions currently being applied in the region. For example, in the afternoon prior to 3 PM, the HOV lanes are open to general purpose (non-HOV) traffic. Consequently, a significant number of single occupancy vehicles (SOV) make use of the HOV lanes right up to the 3 PM change-over; in some sections of the corridors, congestion begins to form in some HOV lanes as the usage period transitions. While traffic volumes in the HOV lanes do begin to decline after the HOV restrictions are imposed at 3 PM, the volumes remain high enough and the congestion in some sections of the HOV lanes is bad enough, that considerable congestion frequently remains in place until near the end of the peak period. While HOV lane congestion is not nearly as severe as general purpose lane congestion, some sections still perform fairly poorly, limiting the benefits the current HOV lane policy is intended to provide.

With regard to freeway safety, the total crash rates and injury crash rates per million vehicle miles traveled (VMT) appear to be consistent on a year-to-year basis. Total crash and injury crash rates are greatest on I-17 and US 60, followed by I-10 and SR 51. Results indicate that the Loop 101 and Loop 202 consistently have the lowest crash and injury rates as compared to all other freeways analyzed. Although I-10 experiences higher traffic volumes than any other roadway in the MAG region, crash and injury crash rates are lower for the I-10 corridor than for either I-17 or US 60.

Changes in freeway performance from 2006 to 2007 were mixed. Slightly more than half of the corridors showed slight increases in vehicle volume, while slightly less than half showed marginal decreases. Similarly, slightly more than half of the roadway sections examined had minor declines in average vehicle speed during the peak period, but almost half showed minor improvements.

## **ARTERIAL PERFORMANCE**

Arterials are also responsible for a very high percentage of Maricopa County's regional mobility. The major arterials selected for inclusion in this report were chosen due to the fact that they carry large volumes of traffic across the Valley and represent major traffic movements throughout the region. These arterials in some instances parallel the freeway corridors defined in Section 2 of this report, and in other instances carry traffic to and from areas not well-served by freeways.

Study results indicate that average hourly vehicle throughput on arterials is consistently higher during the PM peak period than during either the AM peak period or Midday period. Shea Boulevard carries the highest traffic volumes of all the arterial study corridors, with volumes averaging more than 22,000 vehicles per day along each direction of travel. Bell Road/Sun Valley Parkway is the second highest, with more than 20,000 vehicles per day along each direction. The lowest traffic volumes observed in the arterials selected for inclusion in this study occur on Dysart Road, with daily volumes of approximately 7,900 vehicles per day along each direction of the corridor.

With regard to arterial congestion, during the PM peak period, the westbound direction of Glendale Avenue/Lincoln Drive experiences the most significant delay, with well over half of the corridor experiencing average travel speeds less than 75 percent of the posted speed limit. During the AM peak period, the southbound direction of Dysart Road experiences the greatest congestion-related delay, with more than 60 percent of the corridor experiencing average travel speeds less than 75 percent of the posted speed limit. Power Road is also highly congested during the AM peak period and Midday period, with almost half of the arterial (in both directions of travel) experiencing congestion-related delays in the morning, and more than half experiencing significant delays during the middle of the day.

## **TRANSIT PERFORMANCE**

The transit system in the MAG region consists of a combination of local bus service, express bus service, arterial bus rapid transit service, circulator/shuttle services, dial-a-ride services, and as of the end of 2008, light rail service. As per the MAG Regional Transportation Plan, service levels on particular routes are determined by balancing demand for transit along those routes against the availability of funding. The Regional Public Transportation Authority (RPTA), commonly known as Valley Metro, is a membership organization aimed at helping to streamline transit service across the region. RPTA board member agencies include: Avondale, Buckeye, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Maricopa County, Mesa, Peoria, Phoenix, Queen Creek, Scottsdale, Surprise, and Tempe.

The transit-related performance measures contained in the Performance Measures report reflect data collected by RPTA concerning the operation of the City of Phoenix, RPTA, and City of Tempe's transit services. As the data sets being analyzed are for 2006 and 2007, only bus-related modes of travel (express, local, and paratransit/dial-a-ride) are included; light rail transit service was not in operation at that time and is consequently not included as part of this report.

Although fixed route transit ridership increased from 2006 to 2007, the efficiency of those transit services (i.e., transit boardings per revenue mile driven) declined slightly. The most significant impact of a drop in boardings per revenue mile is the potential for it to result in an increase in subsidy per boarding.

On-time performance for all transit services in the MAG region increased from 2006 to 2007, with the exception of City of Phoenix's fixed route service, which fell by 1%. Nevertheless, during 2007 all services, both fixed route and Dial-A-Ride, exceeded the 90% on-time performance goal laid out by RPTA and the City of Phoenix for their transit services.

### **BICYCLE AND PEDESTRIAN PERFORMANCE**

A number of planning-related efforts have taken place over the past few years with the purpose of improving opportunities for bicycle and pedestrian travel in the region. Tracking performance measures associated with non-motorized (i.e., bicycle and pedestrian-based) modes of travel will provide MAG and its partners with key data concerning the extent to which those efforts have succeeded, as well as increase overall awareness of how travel via these alternative modes is being accommodated.

Based on an analysis of data collected regarding the modes of transportation utilized by commuters, no significant change was apparent in bicycle and pedestrian based travel between 2007 and 2008. Results also indicate that bicycle and pedestrian trips have the shortest commuting trip lengths (6.12 miles and 2.04 miles, respectively).

With regard to the safety of bicycle and pedestrian modes of travel, the annual number of crashes and injury crashes appear to be fairly stable from year to year, increasing or decreasing annually by no more than 7-10%.

### **QUALITY OF LIFE PERFORMANCE**

Quality of life-related issues are of growing concern to communities around the nation. The focus being placed on greater environmental quality, sustainable development, and healthy communities are evidence of an emphasis on an improved quality of life. Tracking quality of life-related performance measures is an important first step in providing community leaders with the information needed to implement substantive quality of life enhancement initiatives.

As a first step in assessing quality of life as it relates to the MAG region, the Performance Measures Report contains an assessment of participation in Maricopa County's Trip Reduction Program (TRP), aimed at encouraging the use of alternative modes (non-SOV based) of travel. Results of the analysis indicate continuing high levels of participation in the program (over 650,000 participants) which, according to the Maricopa County Air Quality Department's Trip Reduction Report, resulted in the elimination of 12,934 tons of air pollution due to the use of alternative modes of travel by program participants during 2008.