

The Road Ahead

What Will 2011 Bring for Transportation?

While the economy will continue to present a few bumps in the road ahead from continued transportation revenue shortfalls, 2011 still promises to be a productive year because a number of major transportation projects will soon open to serve the public.

Newly constructed lanes on Interstate 10 in the West Valley will provide drivers with a wider and safer freeway corridor. The new lanes are expected to open to traffic by late spring/early summer.

Also on tap for 2011 is the near-completion of the Valley's High Occupancy Vehicle (HOV), or carpool lane, network.

FREEWAYS

Perhaps the most significant project to be completed this year will be the opening of a new 14-mile stretch of Loop 303 that will provide a critical north/south link through the West Valley from Interstate 10 on the south all the way to Interstate 17 on the north.

"By the end of the year, we should see HOV lanes completed on nearly all of the remaining freeways in the regional freeway system, with direct HOV to HOV transitions between major freeways at a number of key locations," said MAG Transportation Policy Committee Chair Scott Smith, mayor of Mesa. Improvements are also planned on Grand Avenue (U.S. 60) and Loop 101 in the northwest Valley.

"The connection of Loop 303 to I-17 represents a significant milestone, one first envisioned by voters back in 1985," said Maricopa Association of Governments (MAG) Chair Thomas Schoaf, mayor of Litchfield Park. "The 303 will be the economic spine of the far West Valley, and will take pressure off the highly congested I-17 and Loop 101 freeways."

Once the highway opens this spring, work will begin on another major West Valley project, a five-level stack interchange between Loop 303 and I-10 in Goodyear. Construction will take about two-and-a-half years.



Photo courtesy of Austin Bridge and Road

A bird's-eye view of Loop 303 construction between Happy Valley Rd. and Lake Pleasant Pkwy., from an aerial photograph taken in December.

MAG Transportation Director Eric Anderson says the region was able to accelerate a number of projects last year, such as the widening of I-17 near Anthem and the widening of I-10 in the West Valley, due to the American Recovery and Reinvestment Act. But ultimately, he says, the region has voters to thank for the continued progress in transportation.

"These improvements would not be possible without the public's support of the extension of the half-cent sales tax, which funds the Regional Transportation Plan," said Anderson.

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Message From the Chair



Mayor Thomas Schoaf
City of Litchfield Park

Recently, the Arizona Department of Environmental Quality (ADEQ) withdrew the Maricopa Association of Governments (MAG) air quality plan for dust pollution (*see story, page 6*). MAG participated fully in and supports this decision. I want to assure the public that **all** measures implemented to clean up our air will continue going forward and these measures will continue to protect public health. The reasons we took this action are provided in the story on page 6.

Withdrawing the plan was not an easy decision. It came after months of thorough examination of our options in order to further the best interest of the residents of our region considering the health, environmental, and economic factors at play. The fact that we were able to make this decision is the result of unprecedented effort and cooperation at all levels of government. That is the untold story.

We first became aware that the EPA was planning to disapprove our plan last May. It came as a complete shock to us, and seemed predicated on a difference of opinion with EPA concerning whether high winds were to blame for dust exceedances at a West Valley monitor. MAG and ADEQ staff spent hundreds of hours compiling scientific information demonstrating that high winds were at fault. When the EPA refused to change its stance on this issue, we sought help from our Congressional Delegation. The Arizona Congressional Delegation, in a strong show of support, stepped in on our behalf, asking EPA to delay its decision and take more time to adequately review the scientific data.

That request was denied, partly because EPA was under a legal obligation to act under a timeline dictated as the result of lawsuit that had been filed against the agency by a public interest group. In the meantime, MAG began working with several professional legal and political experts to provide guidance for MAG. These experts were especially valuable helping us navigate the federal process. Working with these experts and the Arizona Congressional Delegation, we were able to set up a number of direct videoconference calls with high-ranking members of the EPA, who were best able to answer our questions and provide direction. These meetings were conducted in a cooperative spirit and helped all of us see both sides' issues more clearly.

When EPA announced a new dust factor that is more accurate, it provided us with a way to improve our dust plan while providing the least harm to our region and our economy.

I want to thank the MAG Executive Committee, the Congressional Delegation, and the Governor's Office for their support and guidance on this issue. I also want to thank the many staff members involved for their hard work, including those at MAG, our member agencies, ADEQ, Maricopa County, and EPA. What began as a contentious process ultimately moved toward a more positive dialogue that will serve us in the months to come.

While we haven't solved all of our air quality issues, we have built a framework for what we hope and believe will be a better working relationship in the future. 



MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

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As we move into the new year, the state of Arizona and local governments should coordinate efforts to resolve budget issues. It is harmful to all if one government attempts to impose unfunded mandates on county and city governments.

—Maricopa County Supervisor Mary Rose Wilcox

The tools and policies that Arizona is using to encourage businesses to relocate, build or expand in our region are not nearly as competitive as they need to be in today's economic environment for us as a state or region to adequately compete with other western states. I hope the region can work with the state to promote economic development as a core initiative so that Arizona is positioned for a robust economic rebound. As a region, we must continue to engage in a positive conversation with our legislators to ensure tools are put in place to make us competitive, leading to value for our region, and importantly, job creation. With the state leading in these efforts, with the support of this region, our communities can be successful as well.

—Queen Creek Mayor Gail Barney



My priority for the town of Buckeye would be to begin and complete the environmental impact study on the "801" freeway corridor as soon as possible. Once the corridor is established, we could begin planning for commercial, industrial and residential development along its route.

—Buckeye Mayor Jackie Meck

The Salt River Pima-Maricopa Indian Community is very pleased that we are able to contribute to the regional economy in Maricopa County, especially during these difficult economic times, by adding jobs and revenue to our economy. We have recently completed three high-profile construction projects that have provided employment during construction and operations, both for our members and for our neighboring communities. These include the 497-room Talking Stick Resort, a luxury property with its adjacent Casino Arizona, and our newest venture, Salt River Fields at Talking Stick, which is the spring training home for the Arizona Diamondbacks and Colorado Rockies. This project was the biggest construction project in the southwestern U.S. and has accounted for more than two million man hours of work. As the economy begins to improve, we look forward to helping drive the economy through increased tourism in our region.

—Salt River Pima-Maricopa Indian Community President Diane Enos



Region Awarded \$22.5 Million for Homeless Programs Funding Provides Critically Needed Housing and Services

The U.S. Department of Housing and Urban Development (HUD) announced grant funding in January in the amount of \$1.41 billion for homeless assistance programs across the country. The MAG Continuum of Care Regional Committee on Homelessness was awarded \$22.5 million for 53 local programs. The renewal funding will provide transitional housing, permanent supportive housing and supportive services for individuals and families experiencing homelessness.

"The funding will provide critically needed housing and services for thousands of homeless people in the region," said Tempe Councilmember Shana Ellis, chair of the MAG Continuum of Care Regional Committee on Homelessness.

During a point-in-time count conducted in January 2010, MAG found that the number of families on the streets had increased by more than 28 percent and the number of homeless youth on the streets had increased by 30 percent. This year's count was conducted January 25, 2011, with

numbers expected to be released in March. "Many people fear that the homeless population is growing due to the economy. This funding announcement will help provide the means to an end of homelessness for people living on the streets," Ellis added.

Since the committee's inception in 1999, the MAG Continuum of Care Regional Committee on Homelessness has been responsible for securing more than \$218 million in homeless assistance funding for our region. "Many nonprofits are struggling to secure funding these days to continue providing services and housing for those in need," said Ellis. "This funding announcement is a win for our local providers and for the homeless men, women, and children who will be served by the programs."

In addition to the renewal funding awarded, MAG also applied for three new permanent supportive housing projects for homeless individuals and families in the amount of \$1,397,926. The announcement from HUD on new project funding is expected later this year. 

Regional Profile: Sharon Wolcott



Councilmember
Sharon Wolcott
City of Surprise



Serving Surprise: Councilwoman Finds “Home”

Sharon Wolcott discovered the City of Surprise while vacationing. Wolcott, a former state senator from Minnesota, took a drive after a day of golf at the Wigwam Resort. That’s when she came upon the community of Surprise, and decided it was where she wanted to be—forever.

“I just felt like I was home. I just knew it was the place that I wanted to come to retire...I knew I wanted to spend the rest of my life here,” she said.

While her original plan was to make the move and retire, Wolcott instead soon committed herself to helping shape the growing community of Surprise by gaining a seat on the Surprise City Council.

“I have always had a special place in my heart for local government, where service truly has a name, an address, and a familiar face,” says Councilwoman Wolcott. “When I came to Surprise I saw a community that had so much potential, and I just wanted to be a part of nurturing this community and helping it realize its potential.”

Before her election to the council, Wolcott was appointed to the Surprise Transportation Commission, serving as vice chair, where she became a strong advocate for a comprehensive and integrated multi-modal transportation system. Once elected, she was soon appointed to represent Surprise on the MAG Regional Council. Late last year, she was chosen by the Regional Council to serve on the newly formed MAG Economic Development Committee.

The political arena is not new to Wolcott. After graduating with a bachelor of arts degree in communications and education from Indiana University, she became active in community issues while living in Minnesota. In 1991, she was elected to the Newport City Council, where she later served as deputy mayor. She went on to spend 12 years representing District 57 in the Minnesota state House and Senate, where her legislative work ranged from oversight of a biennial budget of more than \$33 billion to policy decisions on energy, transportation, health and education—issues that remain a priority to her in Arizona. Of particular interest to Wolcott is the potential for an inland port in Arizona that would be linked with a high speed rail corridor connecting greater Phoenix to Las Vegas and Los Angeles.

“I think the vision of connecting these three economies is very, very exciting and has tremendous opportunities for all three states in reinvigorating our economies... We’ve been so dependent for so long on growth and development and tourism, but this gives us a chance to actually rethink how we deal with the delivery of products, and we can take advantage of moving freight from Los Angeles into Arizona,” she said.

While she works diligently toward shaping the big picture, Wolcott enjoys the small triumphs as well. She relates the story of a wheelchair-bound constituent who could not cross the street to attend meetings at her church directly across the street, without having to travel more than a mile to a legal crosswalk. “It would be jaywalking, or ‘jayrolling’ as she called it,” says Wolcott, who immediately put in a call to the city’s public works department. A few days and a can of white paint later, a new crosswalk was installed.

“To me that’s a huge win, just addressing the small things that are very doable,” says Wolcott.



Councilmember Wolcott speaks with residents during an open house on the Surprise budget.

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Councilwoman Wolcott reaches out to Surprise residents at a community block party.

Councilmember Wolcott (continued)

In her spare time, the councilwoman confesses that she loves to dance, recently taking up ballroom dancing. It's a new hobby, but Wolcott is already preparing for her first competition in March.

"It's great exercise; it's relaxing," she notes. "I don't have to think about any of the pressures of public office or the things that keep me constantly hopping from one meeting to the next. I just completely relax, dance, and enjoy the friends at the studio that I have made."

Wolcott says she will remain in public office "as long as the voters will have me and I can feel useful." In the meantime, she will continue to help her city through continuing economic challenges.

"Our long range vision is of a vibrant and sustainable community that embraces its role as a top tier city in Arizona," says Wolcott. "We should always be focused on fiscal accountability, but in these lean times we should strategically target our limited resources to prepare for economic recovery. We need to make certain that every public dollar spent is targeted toward achieving the vision and not wasted or misused." 

MAG Launches Managed Lane Study

Would you be willing to pay to use the carpool lane if you were alone in your car and running late? The Maricopa Association of Governments (MAG) is set to launch a study of "managed lanes," a concept in which solo drivers are allowed to access the lanes on a fee basis, while carpoolers would continue to use the lanes for free.

"The study is designed to find out if our transportation network has the traffic levels to make managed lanes work," said MAG Senior Engineer Bob Hazlett. "The first phase of the study will look at how HOV lanes are currently used, identify gaps in the system, and assess the basic soundness of a managed lanes network in the region," he said.

While an earlier study of managed lanes, also called High Occupancy Toll or "HOT" lanes, was conducted by MAG in 2002, the discussion further developed in late 2010 as the MAG Transportation Policy Committee (TPC) began looking at the implementation of Public Private Partnerships (P3s) in the region. The TPC recommended funding the HOT lanes study to help formulate a managed lanes policy.

How do HOT lanes work? Essentially, they enable solo drivers to use the carpool lane by paying a fee. The fee charged varies, depending on the level of congestion and demand. The fees for solo drivers are collected through digital readers, or transponders, that are registered to the specific vehicle and are read as a vehicle drives past sensors located at various points throughout the highway stretch. Barriers are often used to prevent drivers from weaving in and out of traffic to avoid paying. The fee or toll to enter the lane is changed throughout the day based on the level of congestion, to ensure the lanes don't get overloaded and that travel times can be maintained. For example, the use of a HOT lane might cost drivers \$1.00 during non-peak traffic periods, and the same stretch could cost \$5.00 or more during high peak traffic periods. Since fewer people will be willing to pay and use the managed lane as the price goes up, travel speeds can be maintained on a more reliable basis.

"What we've found in a lot of systems is that the lanes are priced such that you're always guaranteed a travel time," said Hazlett. "The biggest word is reliability. Using a managed lane, your travel time is more predictable and faster than it would be using the regular freeway lanes." For some drivers, the cost of a toll is cheaper than being late to work, paying late fees for day-care or other missed appointments, or making vital deliveries.

While not a familiar concept in the Valley, the use of HOT lanes is already in use in other metropolitan areas, such as Denver, Seattle, Dallas, and San Diego. As part of the study, MAG will conduct a public opinion survey on attitudes for P3s, toll roads, and managed lanes.

"The objection that we hear most often to the HOT lane concept is that people believe that they have already paid for them through the half-cent sales tax or through gas taxes," said MAG Transportation Director Eric Anderson. "Sales tax revenues for transportation are projected to be more than \$5.5 billion lower than the original forecast due to the extended economic downturn. The gas tax is the same as it was in 1992; it has not kept pace with inflation and gas tax receipts are impacted by increasing fuel economy," he said. "HOT lanes may provide the region with additional resources to complete badly needed improvements to key corridors such as I-10 and I-17. Even if HOT lanes are implemented in the future, the lanes will remain free of charge to carpoolers." 

State Withdraws Dust Plan to Incorporate New Information



In a January decision supported by MAG, the Arizona Department of Environmental Quality (ADEQ) voluntarily withdrew a dust control plan known as the MAG Five Percent Plan for PM-10. The plan was facing a partial disapproval action by the EPA. The move allows for the use of new paved road dust factors provided by the Environmental Protection Agency (EPA) to improve the plan. The new dust factor is more accurate and addresses concerns that in part prevented the plan's approval.

Sanctions Clocks



A finding of failure to submit a plan will start the sanctions clocks, with the first sanction (tighter controls on major industries) imposed within 18 months. Highway sanctions (loss of federal highway funding) would follow if a new plan is not submitted within 24 months. The clocks will stop when a new plan is submitted and the EPA determines it is complete. In addition, if EPA does not take final action to approve the plan within two years of the EPA finding of failure to submit, a federal implementation plan would be imposed.

- It allows air quality planners to take full advantage of new information provided by EPA to improve the dust plan.
- It enables the region to submit a new plan in time to avoid serious air quality penalties.
- It gives EPA time to consider improvements to an air quality rule, which will better acknowledge and accommodate the challenges faced by dusty desert regions like ours.

The MAG Five Percent Plan for PM-10 (particulate matter 10 microns in diameter or less) was submitted to the EPA in 2007.

"We contend that the 2007 plan, which we have been following, has been effective in reducing dust throughout the county and should have been approved," said ADEQ Acting Director Henry Darwin in announcing the withdrawal. "There are always going to be opportunities to improve upon past submissions and this move will allow us to take advantage of new information that will improve the plan," he said.

In the official withdrawal letter, Darwin noted that the annual average concentration of PM-10 within the

region has declined approximately 25 percent since 1990 as a direct result of the region's air quality plans.

"During this same time, Maricopa County experienced unprecedented growth, nearly doubling in population during that same time period," he wrote. "This is a testament to Arizona's commitment to clean air."

The decision to withdraw the plan was made after the EPA issued new formulas for calculating emissions from dust on paved roads. The EPA realized that its previous emission factors greatly overestimated the amount of dust kicked into the air on paved roads. The new factors are more accurate and help MAG prove that projects in the current regional transportation plan meet air quality requirements, a process known as "conformity." The region cannot add new transportation projects to its plan until it can demonstrate conformity.

"We believe that we will be able to use the new EPA guidance to demonstrate conformity in the near future, which will reduce the impact to our transportation plan," said Mayor Schoaf. "The new factor will assist us in developing a plan that satisfies EPA and meets the requirements of the Clean Air Act. We will work as diligently as possible to improve the plan for the residents of this region," he said.

The withdrawal of the plan led EPA to issue a finding of "Failure to Submit a Plan," which starts two sanctions clocks (*see box*). The clocks will stop once the revised plan is submitted and the EPA determines that it is complete.

"This solution allows us to improve the plan while providing the least harm to our region and our economy. Under a disapproval, the sanctions clocks would not stop until EPA approved a new plan, which could have been months after sanctions were imposed," said Mayor Schoaf.

Schoaf added that another benefit of the withdrawal is that it provides EPA with additional time to fix the many problems that exist with the agency's flawed "Exceptional Events Rule." This rule has been at the heart of the dispute with the EPA over the MAG plan. The Clean Air Act allows regions to be excused from penalties for exceptional events, but many desert states, including Arizona, believe the rule has been inconsistently applied.

"If the issues with the rule are not resolved, our region will find itself in the same situation time and time again—there is no plan that can control high winds," he said. 

For more detailed information regarding the plan's withdrawal, visit the MAG website at www.azmag.gov.

The Road Ahead (continued)

Other major developments in 2011 could include a decision by the Gila River Indian Community on whether or not to support an on-reservation alignment of the South Mountain Freeway. The Community has environmental and cultural concerns with the current freeway alignment, which includes cutting through South Mountain. The Community is currently receiving input from its members on whether it should consider an on-reservation alignment.

TRANSIT

Bus

On the transit side, a major development was the recent kick-off of the first-ever bus service along the southern portion of Power Road. Route 184, which travels from Mesa Community College at McKellips Road to the ASU Polytechnic Campus at Williams Field Road, is funded by Proposition 400. Destinations along the route range from hospitals to college campuses, a golf course and the Phoenix-Mesa Gateway Airport. In the West Valley, construction is expected to be completed in October on the new Buckeye park-and-ride facility, at which time Valley Metro will extend express bus services to Buckeye.



In January, Valley Metro expanded its bus rapid transit (BRT) LINK service along Arizona Avenue and Country Club Drive. The expanded service included the opening of 20 new stations and provides a new connection to METRO light rail service for residents of Chandler, Gilbert and Mesa.

On March 1, 2011, Valley Metro will open the Mobility Center at 4600 East Washington. The 22,000 square foot center is an initial step in regionalizing paratransit service in the Valley. The center will include in-person assistance to assess eligibility for paratransit service, transit travel training, information on alternative travel programs, and more. Work also continues on the refurbishment of the Central Station Transit Center, funded through the American Recovery and Reinvestment Act, which will be completed in 2012.

It is important to note, however, that due to revenue shortfalls, some transit routes will face reductions in frequency in 2011. Transit users are encouraged to check the bus book or Valley Metro website for updates.

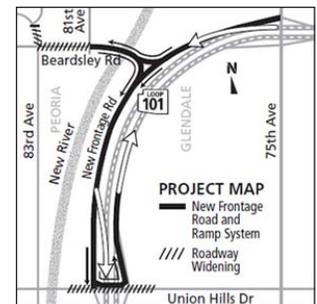
Light Rail

On the light rail horizon, planning continues for 37 additional miles of high capacity transit, split into six different extension areas off the main starter line. In 2011, the city of Phoenix will continue work on a new frontage road on the east side of 19th Avenue between Butler Drive and Townley Avenue in preparation for the eventual construction of the Northwest Extension. This work will include utility relocations, a new sound wall and landscaping. Also in Phoenix, the Central/Camelback park-and-ride expansion will be completed, adding 120 more spaces, many of them covered by shade canopies. In Mesa, pavement testing is being conducted on Main Street to help develop the project design for the Central Mesa Light Rail Extension. Construction on the extension is expected to begin in 2012.



STREETS

A number of construction projects are also slated to begin on arterial streets in 2011. Commuters in the northwest Valley are getting some relief from traffic bottlenecks due to the recent completion of the Beardasley Road connection to the Loop 101. The project was designed to reduce congestion on Union Hills Drive and 75th Avenue. In addition, construction on a bridge over Loop 101 running parallel to Union Hills Drive is scheduled for completion in the spring. The bridge will allow frontage road traffic to access the northbound lanes of Loop 101 without having to go through the signalized interchange at Union Hills Drive.



BIKE/PEDESTRIAN

There are 13 major bicycle and pedestrian projects ahead in 2011, including multi-use paths in Chandler, Glendale, Peoria, Phoenix and Tempe. These include several significant bridge projects, including a pedestrian bridge over I-17 at the Central Arizona Project Canal, a multiuse bridge over the Loop 101 at 63rd Avenue, a pedestrian/bicycle bridge over the rubber dam at Tempe Town Lake, and a pedestrian and bicycle bridge over the Western Canal at 24th Street that provides a much-needed link between neighborhoods and South Mountain Community College.



For more projects ahead in 2011, please see the project lists on pages 8 and 9.

Continued on page 8

2011 Transportation Projects

The list below identifies major projects that will begin, be under construction, or completed in 2011. Many other smaller transportation projects are not included.

Freeway/Highway Projects:

- **I-10: Loop 101 to Sarival Road:** Add HOV and general purpose lanes in each direction. *Outside lanes between Sarival and Dysart roads are estimated to be complete in April 2011. Landscaping to begin in mid-2011, completion in mid-2012.*
- **I-10: Sarival Road to Verrado Way:** Add general purpose lanes. *Estimated completion February 2011.*



Intersection of I-17 and the Loop 101.

- **I-17 (Black Canyon):** Landscaping improvements from Loop 101 to Carefree Highway. *Estimated completion mid-2012.*
- **I-17 (Black Canyon):** Pedestrian bridge at CAP Canal north of Jomax Road. *Construction begins mid-2011, completion mid-2012.*
- **Loop 101/Union Hills Traffic Interchange:** *Estimated completion September 2011.*

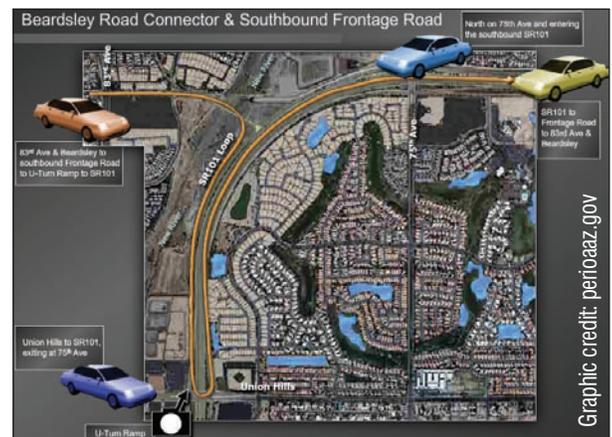
- **Loop 101 (Agua Fria):** HOV lane construction from Tatum Blvd. to I-10. *Estimated completion in September 2011.*
- **Loop 202 (Santan):** HOV lanes from I-10 to Gilbert Rd., with direct HOV ramps at I-10 and Loop 101. *Open December 2011.*
- **Loop 303: Interim roadway from US 60 (Grand Ave.) to I-17:** Construction of new roadway. *Estimated completion April 2011.*
- **Loop 303: I-10 to US 60 (Grand Ave.):** Build new freeway. *Construction begins in 2011, target completion in early 2016.*
- **Noise walls:** Build noise walls at 10 locations. *Start mid-2011, completion mid-2012.*
- **SR 74 (Carefree Highway):** Passing lanes in two directions from Milepost 13 to 16. *Estimated completion May 2011.*
- **SR 85:** Add lanes and construct divided highway. I-10 to Southern Avenue. *Estimated completion January 2011.*
- **SR 87 (Duthie-Martin):** Reconstruction and passing lane addition from New Four Peaks Road to Dos S Ranch Road. *Estimated completion May 2011.*
- **SR 143: New Sky Harbor Boulevard Interchange:** *Construction begins 2011. Estimated completion early 2012.*
- **US 60 (Grand Avenue):** Widening from 83rd Avenue to 99th Avenue. *Estimated completion June 2011.*
- **US 60 (Grand Avenue):** Widening from 99th Avenue to Loop 303. *Estimated completion December 2011.*
- **US 60 (Grand Avenue):** Miscellaneous improvements, Loop 101 to McDowell Road. *Advertise mid-2011.*



Crews carefully move a Saguaro cactus during construction of the Loop 303.

Street Projects:

- **Beardsley Road/Loop 101 to 83rd Avenue/Lake Pleasant Parkway (Peoria):** Interchange and frontage road improvements. *Recently completed.*
- **Chandler Boulevard/Dobson Road (Chandler):** Intersection improvements. *60 percent complete.*
- **Dobson Road/Guadalupe Road (Mesa):** Intersection improvements. *Recently completed.*
- **El Mirage Road (Maricopa County):** Four lane roadway improvement with bike lanes and center median, Bell Road to Deer Valley Road. *Completed in FY 2011.*
- **Greenfield Road (Mesa):** Widening from Baseline Road to Southern Avenue. *Recently completed.*
- **Guadalupe Road/Cooper Road (Gilbert):** Intersection improvement. *Construction to begin in 2011.*
- **Loop 101 at Beardsley/Union Hills Drive (Peoria):** Widening and intersection improvements, along with a bridge over Loop 101. *Estimated completion, April/May 2011.*



Graphic credit: peritoaz.gov

- **Pima Road: Thompson Peak Parkway to Pinnacle Peak Road (Scottsdale):** Six-lane parkway cross-section that will include landscaped median, turn lanes, grade-separated path crossing, bike lanes, sidewalk, intelligent transportation system facilities and noise mitigation. *Currently at 44 percent construction, complete in 2012.*
- **Pima Road: Indian Bend to Via de Ventura (Scottsdale):** Two lanes in each direction, landscaped median, bike lane, sidewalk on the east side, new streetlights, landscape and stormwater improvements. *Estimated completion spring 2011.*
- **Scottsdale Airpark Improvement Projects (Scottsdale):** Design has begun on multiple traffic improvements, including realigned roads and traffic roundabouts. *Public involvement activities begin in 2011, construction in 2013.*

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Arizona Avenue LINK Ribbon Cutting

Transit Projects

- **Arizona Avenue Arterial BRT:** New service started January 2011. (See photo above.)
- **Arizona Avenue/Country Club:** Supergrid regional fixed route. New service estimated to start July 2011.
- **Central Station Transit Center:** Refurbishment. Work continues in 2011, anticipated opening in early 2012.
- **Mesa Park-and-Ride Projects:** Three projects in Mesa to provide links to transit, including Country Club Drive/US 60, Gilbert Road, and Power Road. Construction is scheduled to start in April and all three should be completed by August 2011.
- **Mobility Center:** Paratransit assistance center at 4600 E. Washington. Open March 2011.
- **Power Road:** Supergrid regional fixed route. New service started January 2011.
- **Scottsdale Park-and-Ride.** Lot located at southeast corner of Scottsdale Road and Thunderbird Road, includes 420 spaces, 40 percent are covered. Construction begins September 2011, estimated completion July 2012.



3-D Rendering of Scottsdale Park-and-Ride Project

Bicycle/Pedestrian Projects

- **7th Avenue Arizona Canal Diversion Canal Bicycle and Pedestrian Underpass north of Dunlap (Phoenix):** Underpass will allow users of existing multiuse trail along the channel to cross 7th Avenue without having to interact with traffic. *Estimated completion December 2011.*
- **Arcadia Portal: Indian School to Arizona Canal (Phoenix):** Pathway from Indian School Road at 48th Street to the

Arizona Canal, improving mobility and connectivity for pedestrians and bikes, including ADA accessibility. *Estimated completion August 2011.*

- **Arizona Canal Diversion Canal Trail Bypass at 19th Avenue & Dunlap (Phoenix):** Concrete path connects existing multiuse path to sidewalk at both Dunlap and 19th Avenues, providing ADA accessibility to trail. *Recently completed.*
- **Central Arizona Project (CAP) Bicycle/Pedestrian Bridge over I-17 (ADOT):** Provides linkage across freeway for the planned CAP trail. *Estimated completion in 2011.*
- **College Avenue Streetscape (Tempe):** Two-mile traffic calming, bicycle and pedestrian and landscaping enhancement project. *Estimated completion May 2011.*
- **Consolidated Canal Multiuse Path (Chandler):** The last phase of the Paseo Trail along the Consolidated Canal. *Estimated completion late February/early March.*
- **Crosscut Canal Path (Tempe):** One-mile multiuse path from Hallman Park to Moeur Park in Papago Park following the SRP Crosscut Canal. *Estimated completion April 2011.*
- **Loop 101 Multiuse bridge spanning Loop 101 at 63rd Avenue (Glendale):** Connecting north-south bicycle route. *Estimated completion in February 2011.*
- **New River Multiuse Path (Peoria):** One-mile project from Northern Avenue to Olive Avenue completes the New River path which extends north of Deer Valley Road, providing more than 10 miles of continuous path. Also connects to Skunk Creek Multiuse Path. *Estimated completion in 2011.*
- **Olive Avenue Underpass (Peoria):** Creates another grade-separated underpass along the New River multiuse path at Olive Avenue, eliminating the need for at-grade crossings of busy street. *Estimated completion in 2011.*
- **Rio Salado Downstream Dam Bridge (Tempe):** Pedestrian/Bicycle Bridge from the north bank to the south bank of Town Lake at Hardy Drive. Connects Tempe Arts Center and light rail. *Estimated completion August 2011.*
- **Skunk Creek/Bell Road Sidewalk Connection (Glendale):** Project will connect existing sidewalks along Bell Road at the bridge spanning Skunk Creek. Ramps will connect to the multiuse path. *Estimated completion March 2011.*
- **South Mountain Community College Bicycle and Pedestrian Bridge at 24th Street and Western Canal (Phoenix):** Bridge over the canal links the college and a private development that offers retail and eatery destinations. *Estimated completion end of 2011 or early 2012.*
- **Western Canal Multiuse Path (Chandler):** Project includes safer signalized pedestrian street crossings at Arizona Avenue, Alma School Road and Dobson Road. *Estimated completion in 2011.* 🏞️



Existing multi-use path in Tempe near Kyrene.



APL, the fifth largest shipping company in the world, recently relocated its regional headquarters to our region.

The Arizona Attraction: Economic Development Committee Looks at What Brings Business

What brings businesses to Arizona and our region? In its first meeting of the new year, the recently-formed MAG Economic Development Committee invited global shipping leader APL to address the group on what businesses look for when relocating, and what the region may need to work on to retain and attract business in the future.

APL is the fifth largest shipping company in the world, with its parent company located in Singapore. It announced in May 2009 that it had selected the greater Phoenix region as the new home for its regional headquarters in the Americas. The company serves 140 countries in six continents and employs about 4,000 people worldwide.

David Noe, vice president of sales, marketing and customer support for APL, told the committee that

the shipping giant spent many hours deciding where to place its headquarters, and considered numerous locations before selecting a location on the border of Phoenix and Scottsdale.

“We were very detailed in what we were trying to accomplish. And I tell you, we picked the right city, bar none,” Noe said.

The regional headquarters were formerly based in California. APL’s top reasons for choosing the Valley included the affordable cost of living, reasonably priced housing market, accessible domestic air travel, and a favorable tax and cooperative business climate. Other factors included the steady growth of the job market, the wide variety of indoor/outdoor recreational activities, a thriving collegiate and professional sports environment, and positive results in recruiting 150 local employees.

“We are very excited about the people we hired here,” said Noe. “When we first got in here, we were very pleased with the kids who came in and applied for the jobs. We had a lot of opening jobs that were starters. And they did such a fine job, we’ve already started promoting some of them into other locations, and it has worked very well,” he said. Along with the 150 locally-hired workers, the company also relocated approximately 200 workers to the region, for a total of about 350 employees.

Not surprisingly, the climate here also played a factor.

“Three-hundred days of sunshine was something new to us, and everyone has a tan now at APL,” Noe joked.

Noe noted that Arizona did score lower than other regions when it came to international airline connectivity.

“Even a place like Dallas is better on the international side, but on the domestic side you were very competitive,” he said.

Noe was asked his thoughts on inland port opportunities in Phoenix and the I-11 corridor designation. Noe said the company was interested in working with the Economic Development Committee in the future to learn more, because in the United States the priority for APL has been shipping east to west rather than north to south. He also expressed interest in the developing capacity in Mexico at ports such as Punta Colonet.

“There is interest in that ability to ship cargo through Mexico and north,” said Noe. “We do that already to some extent and

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A Quarterly Newsletter Focusing on Regional Excellence

February 2011 - April 2011  Vol. 16: No. 1

Spring 2011 Calendar

February 2011

- 1st 12:00 p.m. Economic Development Committee
- 2nd 10:00 a.m. Intelligent Transportation Systems Committee
- 2nd 1:30 p.m. Standard Specifications and Details Committee
- 3rd 1:30 p.m. Regional Domestic Violence Council
- 8th 1:00 p.m. Street Committee
- 9th 12:00 p.m. Management Committee
- 10th 10:00 a.m. Transit Committee
- 10th 1:00 p.m. Human Services Technical Committee
- 14th 12:00 p.m. Regional Council Executive Committee
- 15th 1:30 p.m. Bicycle & Pedestrian Committee
- 15th 1:30 p.m. Dark Sky Stakeholders Group
- 16th 2:00 p.m. Building Codes Committee
- 16th 4:00 p.m. Transportation Policy Committee
- 21st President's Day - Office Closed
- 22nd 10:00 a.m. Population Technical Advisory Committee
- 23rd 5:00 p.m. Regional Council
- 24th 10:00 a.m. Transportation Review Committee
- 24th 1:30 p.m. Air Quality Technical Advisory Committee
- 28th 2:00 p.m. Continuum of Care Planning Subcommittee

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months.

For confirmation, call (602) 254-6300, or visit the website: www.azmag.gov/Events/

March 2011

- 1st 12:00 p.m. Economic Development Committee
- 2nd 10:00 a.m. Intelligent Transportation Systems Committee
- 2nd 1:30 p.m. Standard Specifications and Details Committee
- 3rd 1:30 p.m. Regional Domestic Violence Council
- 8th 1:00 p.m. Street Committee
- 9th 12:00 p.m. Management Committee
- 10th 10:00 a.m. Technology Advisory Group
- 10th 10:00 a.m. Transit Committee
- 10th 1:00 p.m. Human Services Technical Committee
- 15th 1:30 p.m. Bicycle & Pedestrian Committee
- 16th 2:00 p.m. Building Codes Committee
- 21st 12:00 p.m. Regional Council Executive Committee
- 21st 2:00 p.m. Continuum of Care Regional Committee on Homelessness
- 22nd 10:00 a.m. Population Technical Advisory Committee
- 22nd 10:00 a.m. Transportation Safety Committee
- 23rd 4:00 p.m. Transportation Policy Committee
- 24th 1:30 p.m. Air Quality Technical Advisory Committee
- 30th 10:00 a.m. Transportation Review Committee
- 30th 5:00 p.m. Regional Council

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the building, 302 N. 1st Avenue, Phoenix.

April 2011

- 5th 12:00 p.m. Economic Development Committee
- 6th 10:00 a.m. Intelligent Transportation Systems Committee
- 6th 1:30 p.m. Standard Specifications and Details Committee
- 12th 1:00 p.m. Street Committee
- 13th 12:00 p.m. Management Committee
- 14th 10:00 a.m. Transit Committee
- 14th 1:00 p.m. Human Services Technical Committee
- 18th 12:00 p.m. Regional Council Executive Committee
- 19th 1:30 p.m. Bicycle & Pedestrian Committee
- 20th 2:00 p.m. Building Codes Committee
- 20th 4:00 p.m. Transportation Policy Committee
- 21st 10:00 a.m. Technology Advisory Group
- 25th 2:00 p.m. Continuum of Care Planning Subcommittee
- 26th 10:00 a.m. Population Technical Advisory Committee
- 27th 1:00 p.m. Human Services Coordinating Committee
- 27th 5:00 p.m. Regional Council
- 28th 10:00 a.m. Transportation Review Committee
- 28th 1:30 p.m. Air Quality Technical Advisory Committee

Parking is available under the building. Please ask for parking validation at the meeting. Transit tickets will be provided for those using transit to attend meetings. Bike racks are available at the entrance to the parking garage.