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September 30, 2008

TO: Members of the MAG Management Committee

FROM: Charlie McClendon, Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, October 8, 2008 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries are being transmitted to the members of the Regional Council to foster increased dialogue regarding the agenda items between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Please park in the garage under the building, bring your ticket, parking will be validated. For those using transit, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

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

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

c: MAG Regional Council

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

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
October 8, 2008**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Management Committee on activities of general interest.

5. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

3. Information.

4. Information and discussion.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of September 10, 2008, Meeting Minutes

5A. Review and approval of the September 10, 2008, meeting minutes.

TRANSPORTATION ITEMS

*5B. Project Changes: Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY 2008-2012 TIP are listed in Table A. The proposed amendment includes three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. The proposed administrative modification includes funding and schedule changes to Arizona Department of Transportation projects on Loop 303. The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. The Transportation Review Committee recommended approval of this item on September 25, 2008. Please refer to the enclosed material.

*5C. ADOT Red Letter Process

In June 1996, the MAG Regional Council approved the ADOT Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2008 to June 30, 2008. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. Please refer to the enclosed material.

5B. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

5C. Information and discussion.

AIR QUALITY ITEMS***5D. Conformity Consultation**

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. The proposed administrative modification includes funding and schedule changes to Arizona Department of Transportation projects on Loop 303. The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by October 17, 2008. Please refer to the enclosed material.

5D. Consultation.**GENERAL ITEMS*****5E. Vendor Selection for Digital Aerial Photography**

In May 2008, the MAG Regional Council approved the FY 2009 Unified Planning Work Program and Annual Budget, which included \$80,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. As in past years, this photography has been made available at no charge to MAG member agencies. MAG issued an Invitation for Bids and received four bids. A multi jurisdictional evaluation team reviewed the bids, and recommended to MAG that the low bid of \$26,533.50 from Landiscor Aerial Information be selected. The sample imagery and bid package submitted by Landiscor Aerial Information demonstrated the highest quality imagery product for the price. Please refer to the enclosed material.

5E. Recommend approval that Landiscor Aerial Information be selected to provide digital aerial photography in an amount of \$26,533.50.

TRANSPORTATION ITEMS6. Transportation Planning Update

In 2002, the Regional Council formed the Transportation Policy Committee (TPC) with specific responsibilities to make recommendations to the Regional Council regarding the Regional Transportation Plan (RTP). The role of the TPC was subsequently placed into state law. The RTP was developed by the TPC and recommended to the Regional Council on September 17, 2003. The Regional Council approved the RTP and Certification of the Plan to the Legislature and Governor on November 25, 2003. In November 2004, the voters of Maricopa County approved Proposition 400 to implement the Plan. Five years have passed since the recommendation of the TPC to approve the Plan. MAG has several statutory responsibilities regarding the RTP, including making amendments to the RTP, providing fiscal oversight and setting priorities for the Regional Freeway Program. State law also requires that costs and revenues be in balance over the life of the tax. To ensure that the assumptions regarding costs and revenues are up to date, the Arizona Department of Transportation annually conducts expert panel discussions. These have recently been completed and a report will be provided by staff regarding the decline in revenues and increasing costs that are impacting the program.

7. 2008 Annual Report on the Status of the Implementation of Proposition 400

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2008 Annual Report is the fourth report in this series. Staff will brief the Committee on the findings of the 2008 report, including the status of the Life Cycle Programs for Freeways/Highways, Arterial Streets, and Transit. A Summary of Findings and Issues has been enclosed and the full report is available on

6. Information and discussion.

7. Information and discussion.

the MAG website. Please refer to the enclosed material.

GENERAL ITEMS

8. Outdoor Light Pollution

Members of Arizona's astronomy community approached MAG about issues related to outdoor light pollution in Maricopa County. A presentation on Outdoor Light Pollution Standards was given to the MAG Planners Stakeholders Group in August. It was reported that outdoor light pollution creates a significant waste of electricity and money, and degrades the visibility of our night skies. Arizona is home to world-class observatories with an estimated \$250 million annual benefit to the state's economy. The local astronomy community would like the counties, municipalities and Tribal Nations to consider revisiting the adequacy and enforcement of their respective lighting ordinances in an effort to reduce light pollution associated with population growth. The goal is to provide quality lighting to improve visibility, save energy, and protect dark skies. Please refer to the enclosed material.

9. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

8. Information and discussion.

9. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
September 10, 2008
MAG Office Building - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Charlie McClendon, Avondale, Chair	Darryl Crossman, Litchfield Park
Mark Pentz, Chandler, Vice Chair	Christopher Brady, Mesa
# Ruth Giese for George Hoffman, Apache Junction	* Jim Bacon, Paradise Valley
Jeanine Guy, Buckeye	Carl Swenson, Peoria
Gary Neiss for Jon Pearson, Carefree	Frank Fairbanks, Phoenix
Wayne Anderson for Usama Abujbarah, Cave Creek	# John Kross, Queen Creek
Spencer Isom for B.J. Cornwall, El Mirage	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Brad Lundahl for John Little, Scottsdale
Rick Davis, Fountain Hills	Randy Oliver, Surprise
* Gila Bend	Charlie Meyer, Tempe
Joseph Manuel, Gila River Indian Community	* Reyes Medrano, Tolleson
George Pettit, Gilbert	Gary Edwards, Wickenburg
Jenna Goad for Ed Beasley, Glendale	Mark Hannah for Lloyce Robinson, Youngtown
John Fischbach, Goodyear	Rakesh Tripathi for Victor Mendez, ADOT
RoseMary Arellano, Guadalupe	Kenny Harris for David Smith, Maricopa County
	David Boggs, Valley Metro/RPTA

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

1. Call to Order

The meeting was called to order by Chair Charlie McClendon at 12:02 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. John Kross and Ruth Giese joined the meeting by teleconference.

Chair McClendon announced that parking garage validation and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair McClendon stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair McClendon noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit and there is a timer to help the public with their presentations.

Chair McClendon recognized public comment from Ron Gawlitta, a former member of the Citizens Transportation Oversight Committee. Mr. Gawlitta stated that he was trying to get cable barriers installed across active washes to limit people being washed away when washes flood. Mr. Gawlitta requested the Committee's support to implement cable barriers at the County level and hopefully, the statewide level. Chair McClendon thanked Mr. Gawlitta for his comments.

Chair McClendon recognized public comment from Dianne Barker, who came to the meeting by riding a bicycle and taking the bus. Ms. Barker stated that the League of American Bicyclists rated Arizona third out of 50 states for its encouragement of bicycling and commitment to bicycle safety. She noted that Washington and Wisconsin were first and second, respectively. Ms. Barker commented on the \$8 billion shortfall in federal highway dollars, of which \$700 million come to the MAG region annually, and said that this region needs to get serious about this problem and figure out how to fund projects. She said that it might mean more people bicycling. Ms. Barker submitted newspaper articles on bicycling and the Highway Trust Fund for the record. Chair McClendon thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported that MAG had received the Certification of Achievement in Financial Reporting from the Government Finance Officers Association for the tenth year in a row. He congratulated the MAG Fiscal Services Division on this accomplishment.

Mr. Smith stated that the Public Relations Society of America has announced that the MAG entry for the "Don't Trash Arizona!" anti litter campaign, is a finalist in the 2008 Copper Anvil Awards.

Mr. Smith reported that House Resolution 6532, a bill to restore solvency to the Highway Trust Fund, is awaiting a vote in the Senate. He advised that unless the \$8 billion is restored to the Highway Trust Fund, the Federal Highway Administration will be unable to pay its bills. Mr. Smith noted that the Bush Administration supports the bill and has urged Congress to pass it into law. He said that the shortfall could result in federal funding cuts of approximately 34 percent, or nearly \$14 billion. Mr. Smith stated that six highway projects in Arizona are on hold, including two in this region: State Route 85 widening north of Gila Bend at \$23.9 million; and US 60 widening near Wickenburg at \$5.6 million.

Mr. Smith stated that many municipalities are using dust suppressants to fulfill their air quality commitments to suppress PM-10 pollution. He noted that at each place was a just released report from the Environmental Protection Agency that addresses the effects of dust suppressants on water quality. He indicated that the municipal engineers may want to read the report.

Mr. Smith updated members on the Community Emergency Notification System (CENS). He said that a new vendor has been selected for CENS launches, which will extend the available funding for an additional year. Mr. Smith also noted that the Homeland Security Council is in the final stages of reviewing the grant request for CENS funding. He advised that if Homeland Security funding is provided it may extend the funding of the Community Notification System to 2010. Mr. Smith reported that CENS had been activated just the day prior when about 600 Scottsdale residents were notified about a massive beehive and given safety instructions.

Mr. Smith announced that MAG produced a video that includes the history and benefits of the rubberized asphalt program. He noted that the video would be played at the end of the meeting. Chair McClendon thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair McClendon stated that agenda items #5A, #5B, #5C, #5D, and #5E were on the consent agenda. Chair McClendon reviewed the public comment guidelines for the consent agenda. He noted that no public comment cards had been received.

Chair McClendon asked if any member of the committee had questions or a request to have a presentation on any consent agenda item. None were noted.

Mr. Pettit moved to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E. Mr. Crossman seconded, and the motion carried unanimously.

5A. Approval of July 9, 2008, Meeting Minutes

The Management Committee, by consent, approved the July 9, 2008, meeting minutes.

5B. Consultant Selection for MAG Transportation Database GIS System Phase II

The Management Committee, by consent, recommended that Midwestern Software Solutions be selected to conduct the development of the MAG Transportation Database GIS System Phase II for an amount not to exceed \$250,000; if negotiations with Midwestern Software Solutions are not successful, that MAG negotiate with the evaluation team's second choice, Jacobs Engineering Group Inc., to conduct the project. The FY 2008 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2007, includes the development of the second phase of the MAG Transportation Database Geographic Information System (GIS). A request for proposals (RFP) to conduct the project was advertised on May 15, 2008. Proposals were received from eight consulting firms. A multi-agency evaluation team reviewed and ranked the proposals and recommended to MAG that Midwestern Software Solutions be selected to conduct the project in an amount not to exceed \$250,000; if

negotiations with Midwestern Software Solutions are not successful, that MAG negotiate with the evaluation team's second choice, Jacobs Engineering Group Inc., to conduct the project.

5C. Consultant Selection for the Litter Prevention and Education Program for the Regional Freeway System in the MAG Region

The Management Committee, by consent, recommended that RIESTER be selected to design and implement the FY 2009 Litter Prevention and Education Program for the Regional Freeway System in the MAG Region for an amount not to exceed \$380,000. The voter approved Regional Transportation Plan includes \$279 million for the freeway maintenance program. One of the objectives of this program is to improve visual aesthetics along the regional freeway system, including litter control. In 2006, MAG implemented a litter prevention and education program, Don't Trash Arizona, to increase awareness of the health, safety, environmental and economic consequences of freeway litter and ultimately change the behavior of offenders. The FY 2009 MAG Unified Planning Work Program and Annual Budget includes \$380,000 to augment litter prevention and education efforts. On July 11, 2008, MAG issued a Request for Proposals to continue implementation of Don't Trash Arizona. Proposals were received from two consulting firms. A multi-agency review panel evaluated the proposals and recommended to MAG that RIESTER be selected as the consultant to design and implement the FY 2009 Litter Prevention and Education Program at a cost not to exceed \$380,000. The base contract period shall be a one-year term. MAG may, at its option, offer to extend the period of this agreement up to a maximum of two (2), one (1) year options, based on consultant performance and funding availability.

5D. MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program

The Management Committee, by consent, recommended approval of the MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program for submittal to the Arizona Department of Administration. Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund, which is funded by the monthly 9-1-1 excise tax on wireline and wireless telephones. The MAG PSAP Managers and the MAG 9-1-1 Oversight Team recommended approval of the MAG FY 2010 PSAP Annual Element/Funding Request and FY 2010-2014 Equipment Program.

5E. Application Process for U.S. Department of Housing and Urban Development Stuart B. McKinney Funds for Homeless Assistance Programs

On December 8, 1999, the Regional Council approved MAG becoming the responsible entity for a year-round homeless planning process which includes submittal of the Department of Housing and Urban Development (HUD) Stuart B. McKinney Continuum of Care Consolidated Application for the MAG region. The Continuum of Care grant supports permanent and transitional housing as well as supportive services. More than 50 homeless assistance applications were submitted to MAG on August 29, 2008. The Ranking and Review Committee

is anticipated to make its recommendation for the new projects on September 15, 2008. The recommendation will be presented to the MAG Executive Committee for information and discussion on September 15, 2008. The MAG Continuum of Care Regional Committee on Homelessness is anticipated to approve the final application at the September 22, 2008, meeting. The final project list will be presented to the MAG Regional Council on September 24, 2008, for information. The final application will be submitted electronically to HUD in October 2008. This item was on the agenda for information.

6. MAG Regional Transit Framework Study

Kevin Wallace, MAG Transit Planning Project Manager, stated that MAG has been working on a Regional Transit Framework Study since February 2008. He said that transit is suddenly a big issue, due to rising costs, sustainability and environmental issues, national security and the realization that the supply of energy is vulnerable.

Mr. Wallace stated that the major focus of this study is to identify needs beyond Proposition 400: long-term needs to 2050 and a more detailed focus on needs to 2030. He said that once completed, the transit framework will help in understanding the future role of transit in the MAG region. Mr. Wallace stated that the Transit Framework Study is a technical study to evaluate needs, and is looking at connecting activity centers and opportunities for transit to support the land use/transportation connection.

Mr. Wallace stated that the study is being undertaken from a customer perspective, both current users and potential future customers, to learn about people's perspectives and attitudes about transit. He said that this is being done through focus groups, surveys, and public meetings. Mr. Wallace indicated that efforts by other agencies will be incorporated in the overall framework. Mr. Wallace advised that by looking at technical land use and transportation data, they will be able understand how to address local conditions – what works in one area may not work in another. He added that the study will provide technical tools to help guide future policy discussions on transit.

Mr. Wallace reviewed the project scope and process. He said that three scenarios will be developed to address alternative funding levels for transit: Scenario One – Incremental low cost expansion of the existing system and potential acceleration of the Regional Transportation Plan; Scenario 2 – Moderate increase in financial resources, coordination with land use plans to reinforce transit patronage; and Scenario 3 – Raise public transit to a level that makes it competitive with automobiles in congested corridors.

Mr. Wallace stated that transit services will be developed for each scenario at three geographic levels – community, subarea, and regional – which are defined by the length of the corridor. The geographic levels are: Community – corridors up to eight miles; Subarea – corridors between five and 15 miles; and Regional – corridors more than 15 miles. He advised that the focus is on regional transit services, not local services like circulators and local bus routes. Likewise, the study will identify where local services will be needed, but not the specifics of those services.

Mr. Wallace stated that the Community Level provides connections between closely grouped activity and population centers. Examples of this type of service include the Albuquerque Rapid

Ride (in-street BRT) and the Portland Streetcar (also operates in a mixed street environment with traffic). Mr. Wallace explained that Subarea Level provides connections in somewhat longer corridors between major activity and population centers. Examples include the Eugene EmX (mixed traffic and dedicated BRT) and the Denver HOV Express (provides direct bus connections from park-and-ride lots to express lanes in the freeway). Mr. Wallace stated that the Regional Level provides long distance connections between activity centers and population centers. Examples include Los Angeles Orange Line (dedicated BRT), Salt Lake City's light rail system, Seattle's commuter rail system, and San Francisco's heavy rail system.

Mr. Wallace stated that seven focus group meetings, two with transit riders, two with non-riders, and three with representatives from the disability community, provided insight into people's perceptions and attitudes toward transit. He reported that residents in central locations are generally more satisfied with the existing system, but they see the need for improvements. Mr. Wallace mentioned that there is a significant disparity between people in the MAG region and other regions on how they view transit. Mr. Wallace noted that Valley focus groups described public transit as slow, old and prehistoric, and people in other regions used words like seamless and painless. He advised that most people, both riders and non-riders, indicated they are excited about the opening of light rail. They see that as a major accomplishment as an opportunity to start improving transit availability in the Valley.

Mr. Wallace stated that from the focus groups and surveys, they learned that there are barriers and motivations for using transit, for both riders and non-riders. Barriers for using transit include the hassle of planning trips and substantial wait times, as well as the availability of service, including limited hours of operation, lack of frequency, and inadequate routes. He said that motivations for current riders are that they want more buses, more routes, greater frequencies, and longer service hours. Mr. Wallace noted that people see an imbalance of what is available between cities, which makes using transit very difficult at times. He advised that for non-riders, it appears that they are unlikely to use transit unless they see a specific benefit. Mr. Wallace indicated that some people have begun using transit because of gas prices, but the majority of people they talked with will ride in their cars unless they see a specific benefit in terms of convenience, speed, and time. Mr. Wallace noted that they will be looking for ways to address these issues to attract new customers to transit.

Mr. Wallace then spoke about how the MAG region compares to other regions. He said that they conducted a detailed analysis of six peer regions – Atlanta, GA; Dallas, TX; Denver, CO; Salt Lake City, UT; San Diego, CA; and Seattle, WA, to understand their systems, both current and planned. Mr. Wallace noted that the MAG region is the only region currently operating only two modes of transit. Although light rail will be added to the MAG region's transit system in December, Seattle and Denver are also adding a new mode. This means that five of the six peer regions will have four modes available in the future.

Mr. Wallace stated that the study looked at transit boardings and the number of revenue miles operated. He noted that the peer region average is around 35 boardings per capita, while the MAG region is just under 20. For the revenue miles operated per capita, the peer region average is at 19.7 and the MAG region is at 12.5.

Mr. Wallace then reported on operating investments. He said that the peer average is just under \$129 per capita, while the MAG region is at \$71, which suggests that the region is not investing at the level of its peer regions in public transit. Mr. Wallace advised that the study is also looking at capital expenditures, and what the peer regions will be adding in the future.

Mr. Wallace noted that there is a perception that transit in peer regions is more successful because they have more population density; however, the Seattle region has about 3,000 people per square mile, and the MAG region has about 4,000 people per square mile. He displayed a graph of how the supply of transit relates to the demand for transit and noted that Phoenix and Dallas are trailing behind the other regions.

Mr. Wallace stated that Phase One of the project has been completed, and they are currently completing Phase Two. They will have meetings with the cities and towns and anticipate that they will be bringing forward the initial recommendations for the three scenarios in early October. Then, through the end of the year, they will be refining the scenarios and developing the draft transit framework. Mr. Wallace stated that they are looking at the possibility of holding a peer review workshop with the TPC in November. He said that they anticipate that the Draft Regional Transit Framework Study may be ready for discussion in mid-January. Chair McClendon thanked Mr. Wallace for his report and asked members if they had any questions.

Mr. Crossman noted that the Regional Transit Framework Study was on the Transportation Review Committee (TRC) agenda. He asked if the committee had any comments. Mr. Wallace replied that there is a lot of interest in the Study because the setting is for the next 30 to 40 years. He added that the discussion will begin when the scenarios are on the table.

Mr. Tripathi asked if any study had been done that determined the per capita expenditure for highways. Mr. Smith replied that information being prepared for Proposition 300 showed the region lagging behind. He indicated that he had not seen any recent number on per capita expenditures. MAG staff offered to provide that number.

Mr. Fairbanks asked for clarification that this study was a regional analysis that compared region to region and not a comparison of city to city. Mr. Wallace affirmed that the study was a comparison of regions and not cities.

Mr. Meyer commented that Scenario Three seemed to have two options to increase ridership: making transit more attractive and the misery factor such as congestion and absence of parking. He asked how these two variables are controlled as the study is being conducted. Mr. Wallace replied that their analysis is a long range look at transit to 2030. They are using the MAG travel model to understand congestion levels and are also looking at how they evaluate each scenario. He added that a lot of factors go into the scenarios, such as the land use/transportation connection to connect activity centers, as well as to suggest opportunities where those factors can be used as tools for transit. Mr. Wallace stated that they expect that the tools will be discussed and considered as the project moves forward.

Mr. Swenson asked when the study is completed if MAG would move to a phase to develop transit priorities, a funding program, and a methodology. Mr. Wallace replied that when the

study is completed, they want to bring it to the policy makers and get direction on how to proceed.

Chair McClendon commented that the tipping point seems to be fuel at \$4 per gallon. He commented that the region's funding structure for transit, which has ongoing expenses, has sunsets. Chair McClendon asked Mr. Wallace if they would be looking at such issues as the study moves forward. Mr. Wallace replied that many peer regions have a one-cent sales tax for transit, which illustrates the great disparity between those regions and the MAG region. He indicated that they want to bring that issue forward for discussion.

7. Census 2010 Update

George Pettit, Chair of the MAG Population Technical Advisory Committee (POPTAC), noted that April 1, 2010, is Census Day. He stated that the POPTAC has responsibility for coordinating preparations for each census, and expressed his appreciation to member agency staff who are attending the monthly meetings. Mr. Pettit stated that because the 2010 Census is a decennial census, there is no special assessment to member agencies. He noted that it is important to ensure full counts and preparations are necessary to accomplish that.

Mr. Pettit noted that much of a municipality's revenue budget is derived from the census, whether federal funds or state shared revenue. He advised that the 2010 Census will change the revenue distribution formula for everyone, and added that currently, the state shared revenue is \$280 per person.

Mr. Pettit stated that the American Community Survey is changing the nature of census information that will be collected in 2010. Everyone will get the same form – there is no long form or short form – but there still needs to be a commitment to inform residents of each community of the importance of filling out and returning the questionnaire to avoid having to send workers for follow up visits. Mr. Pettit also noted that they will be sensitive to the concept of vacancy rates and how that affects population positions.

Mr. Pettit stated that each community knows best how to communicate with its constituents. He said that a common message, such as through media broadcasts, is helpful for informing the public.

Mr. Pettit stated that at the POPTAC meeting, Census Bureau staff encouraged each member agency to create a Community Complete Count Committee to increase the questionnaire mail-back response rate. The Census Bureau also encouraged each member agency to create a resolution of support that sends the community the message that community leaders and officials support and understand the importance of the 2010 Census.

Mr. Pettit acknowledged the support of the City of Phoenix, who volunteered to help coordinate the media work. He noted that in the past census, the City of Phoenix contributed \$250,000 in staff time and direct production costs. Mr. Pettit encouraged members to reserve funds in their budgets to defray the shared costs that will be incurred in conveying common messages.

Mr. Pettit announced that the Census Bureau is recruiting for the census management team. He added that they will be looking for sites for training, testing, and recruiting. Mr. Pettit added that announcements would be forthcoming about job opportunities for census activities.

Chair McClendon extended his appreciation to the City of Phoenix for its efforts on the media work. He asked members if they had questions. None were noted.

8. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Kenny Harris asked MAG's policy for responding to citizen comments. He offered to respond to Mr. Gawlitta's suggestion for cable barriers across washes by providing information on the County's outreach program to citizens about flooded washes and also legal issues that the County must consider. Chair McClendon stated that a response from MAG would depend on the citizen's comments. He added that Maricopa County could answer if it felt a response was warranted.

The video that MAG produced on the rubberized asphalt program was played.

There being no further business, the meeting adjourned at 12:55 p.m.

Secretary

Chairman

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

Revised

DATE:

October 7, 2008

SUBJECT:

Project Changes: Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and the FY 2009 Arterial Life Cycle Program

SUMMARY:

The FY 2008-2012 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 25, 2007 and the FY 2009 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 25, 2008. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendment includes three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. The requested project changes include funding and schedule changes to Arizona Department of Transportation projects on Loop 303. The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. The Transportation Review Committee recommended approval of the project changes on September 25, 2008. Since the mail out of the Management Committee agenda, three Scottsdale ALCP projects, SCT04-009, SCT08-928 and SCT09-924, were identified to modify the regional costs for project work. These changes do not cause a negative fiscal impact to the ALCP.

PUBLIC INPUT:

None.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2009 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On September 25, 2008, the MAG Transportation Review Committee unanimously recommended approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, and as appropriate, the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Phoenix: Tom Callow	Maricopa County: John Hauskins
ADOT: Kwi-Sung Kang for Floyd Roehrich	Mesa: Scott Butler
Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Buckeye: Scott Lowe	Peoria: David Moody
Chandler: Patrice Kraus	* Queen Creek: Mark Young
El Mirage: Pat Dennis for Lance Calvert	RPTA: Bob Antila for Bryan Jungwirth
* Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for Mary O'Connor
* Gila Bend: Vacant	Surprise: Randy Overmyer
* Gila River: David White	Tempe: Carlos de Leon
Gilbert: Stephanie Prybyl Tami Ryall	Valley Metro Rail: John Farry
Glendale: for Terry Johnson	* Wickenburg: Gary Edwards
Goodyear: Cato Esquivel	Youngtown: Lloyce Robinson
Guadalupe: Jim Ricker	
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash	Pedestrian Working Group: Brandon Forrey
*Street Committee: Darryl Crossman	*Transportation Safety Committee: Kerry Wilcoxon
*ITS Committee: Mike Mah	

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

CONTACT PERSON:

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

Request for Project Change - MAG Management Committee October, 2008

2008-2012 MAG Transportation Improvement Program & FY 2009 Arterial Life Cycle Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-835	ADOT	101L (Pima): Princess Dr to SR202L	Design and Construct Freeway Management System (FMS)	2008	14	State	\$2,441,000	-	-	\$2,441,000	Amend: Delete project - Construction of FMS is included in HOV project (DOT06-618).
DOT08-832	ADOT	101L (Pima): Princess Dr to SR202L	Design and Construct Freeway Management System (FMS)	2008	14	State	\$2,441,000	-	-	\$2,441,000	Amend: Delete project - Construction of FMS is included in HOV project (DOT06-618).
DOT07-708	ADOT	101 (Pima Fwy): SR-51 to Princess Dr	Design and construct FMS	2009	6	State	\$ 4,048,000	-	-	\$ 4,048,000	Admin Mod: Increase project costs by \$2,948,000 and length of project by 2.7 miles.
DOT08-810	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Construct new interim freeway (FY 2009)	2009	7	RARF	-	-	\$ 162,000,000	\$ 162,000,000	Admin Mod: Project length has been modified, costs have decreased by \$13,500,000, and year of work has changed from 08 to 09.
DOT09-823	ADOT	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Construct new interim freeway (FY 2009)	2009	7	RARF	-	-	\$ 147,500,000	\$ 147,500,000	Admin Mod: Project length has been modified, and costs have increased by \$13,500,000.
DOT09-916	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Landscape establishment project	2009	7	RARF	-	-	\$ 750,000	\$ 750,000	Amend: New Project
DOT09-915	ADOT	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Landscape establishment project	2009	7	RARF	-	-	\$ 750,000	\$ 750,000	Amend: New Project
AVN09-904	Avondale	Avondale School Crosswalk Enhancement Projects	Install various traffic calming and other infrastructure devices: raised crosswalks, sidewalks and ramps, landscape medians, and pedestrian channelization	2009	NA	Federal Safe Routes to School	-	\$ 219,746	-	\$ 219,746	Amend: New Project
FTH09-908	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Acquisition of right-of-way for roadway improvement	2009	1	RARF	\$ 143,000	-	\$ 181,000	\$ 324,000	ALCP Admin Mod: Decrease local and regional cost to match the FY09 ALCP.
FTH09-907	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Design of roadway improvement	2009	1	RARF	\$ 389,000	-	\$ 907,000	\$ 1,296,000	ALCP Admin Mod: Increase local and regional cost to match the FY09 ALCP.
FTH10-901	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Construct roadway improvement	2010	1	RARF	\$ 1,978,000	-	\$ 4,614,000	\$ 6,592,000	Project needs to be added to the TIP; it was coded for the July Amendment/Modification, but left off the project change sheet.
GLB09-901	Gilbert	Sidewalk/Crossing Improvement Project	Install sidewalks, bicycle lanes, and traffic calming devices at twelve schools.	2009	NA	Federal Safe Routes to School	-	\$ 249,220	-	\$ 249,220	Amend: New Project
PHX09-912	Phoenix	Sidewalks for Mitchell School's Safe Route	Sidewalks will be installed on the streets closest to the school as part of a multi-year student pedestrian and bicyclist safety program.	2009	NA	Federal Safe Routes to School	-	\$ 231,034	-	\$ 231,034	Amend: New Project

2008-2012 MAG Transportation Improvement Program & FY 2009 Arterial Life Cycle Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SCT09-901	Scottsdale	Scottsdale Road and Indian Bend Road	Create access enhancement to the McCormick-Stillman Railroad Park by improving the parking area and pedestrian underpass	2009	NA	Federal High Priority Project	\$ 704,000	\$ 1,000,000	-	\$ 1,704,000	Amend: New Project
SCT04-009	Scottsdale	Pima Rd: SR101L to Thompson Peak Parkway	Design roadway widening	2009	2.5	RARF	\$ 455,000		\$ 1,061,000	\$ 1,516,000	ALCP Admin Mod: Decrease regional cost from \$1,296,000 to \$1,061,000
SCT08-928-	Scottsdale	Pima Rd: SR101L to Thompson Peak Parkway	Construct roadway widening	2009	2.5	RARF	\$ 5,391,000		\$ 12,578,000	\$ 17,969,000	ALCP Admin Mod: Increase regional cost from \$12,363,000 to \$12,578,000
SCT09-924	Scottsdale	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2009	1	RARF	\$ 298,000		\$ 695,000	\$ 993,000	ALCP Admin Mod: Increase regional costs from \$676,000 to \$695,000

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 30, 2008

SUBJECT:

ADOT Red Letter Process

SUMMARY:

The Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. Key elements of the process include:

Notifications:

- ADOT will periodically forward Red Letter notifications to MAG.
- Notifications will be placed on the consent agenda for information and discussion at the Transportation Review Committee, Management Committee, and Regional Council meetings.
- If a member wishes to take action on a notification, the item can be removed from the consent agenda for further discussion. The item could then be placed on the agenda of a subsequent meeting for action.

Advance acquisitions:

- ADOT is authorized to proceed with advance right-of-way acquisitions up to \$2 million per year in funded corridors.
- Any change in the budgets for advance right-of-way acquisitions constitutes a material cost change as well as a change in freeway priorities and therefore, would have to be reviewed by MAG and would require Regional Council action.
- With the passage of Proposition 400 on November 2, 2004, the Regional Transportation Plan (RTP) includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

For information, the ADOT Advance Acquisition policy allows the expenditure of funds to obtain right-of-way where needed to address hardship cases (residential only), forestall development (typical Red Letter case), respond to advantageous offers or, with remaining funds, acquire properties in the construction sequence for which right-of-way acquisition has not already been funded.

In addition to forestalling development within freeway corridors, ADOT, under the Red Letter Process, works with developers on projects adjacent to or close to existing and proposed routes that may have a potential impact on drainage, noise mitigation, and/or access. For this purpose, ADOT needs to be informed of all zoning and development activity within one-half mile of any existing and planned facility. Without ADOT input on development plans adjacent to or near existing and planned facilities, there is a potential for increased costs to the local jurisdiction, the region and/or ADOT.

ADOT has forwarded a list of notifications from January 1, 2008, to June 30, 2008. Of the 435 notices received, 106 had an impact to the State Highway System. These 106 notices are attached.

PUBLIC INPUT:

No comments were received at the September 25, 2008, meeting of Transportation Review Committee.



**Arizona Department of Transportation
Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Floyd
Roehrich Jr.
Acting State
Engineer

August 15, 2008

Mr. Dennis Smith
Executive Director
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

Re: Red Letter Report - Notifications from January 1, 2008 to June 30, 2008

Dear Mr. Smith:

Below is a list of "Red Letter" notices received in our office from the period of January 1, 2008 to June 30, 2008. During this period, notifications were received from local municipalities as well as various Developers, Architects, Engineers and Attorney's.

<u>LOCAL AGENCIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
City of Avondale	08	05
Town of Buckeye	09	02
City of Chandler	15	01
Town of Gilbert	24	01
City of Glendale	03	01
City of Goodyear	36	06
Maricopa County	52	08
City of Mesa	16	08
Miscellaneous Agencies	21	03
City of Peoria	05	02
City of Phoenix	102	43
State Land	13	03
City of Surprise	128	21
City of Tempe	03	02
Total Received	435	106

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system to ensure ADOT's Right of Way is not jeopardized. Other notices received include; road access, zoning changes, outdoor advertising, and annexations.



2001 Award Recipient

Page 2
Mr. Dennis Smith
August 15, 2008

By early notification in the planning and design process, the "Red Letter" process helps in reducing costs, saving money for both ADOT and tax payers. The Department appreciates the cooperation of the Maricopa Association of Governments members and look forward to your continued support as we improve all lines of communication.

Our new Red Letter Coordinator is Annette Close, ADOT Right of Way Project Management, and can be reached at (602) 712-8876 or at aclose@azdot.gov .

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7900 or 205 S. 17th Avenue, MD 612E. Phoenix, Arizona 85007.

Sincerely,



John Eckhardt III, Manager
Right of Way Project Management

JE/ac

cc: Victor Mendez, Director. ADOT



MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF RED LETTERS

Of the 435 notices received 106 had an impact on the State's Highway System. Those 106 notices are summarized as follows:

AVONDALE:

1. I-10 & 99th Avenue, received Site Plan and Public Hearing notice. Advised the City the proposed project was within the I-10 widening project. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. I-10 from 111th Avenue to 119th Avenue, received notice of a Public Hearing. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. I-10 from 111th Avenue to 199th Avenue, received notification of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. South of Elwood Street, North of Southern between Avondale Boulevard and 107th Avenue, received notice of an Annexation Ordinance change. Advised the City the proposed project was within the study corridor for SR 801.
5. SEC of 107th Avenue and I-10, received General Plan. Advised the City a permit would be required due to proximity to I-10, provided contact information for obtaining a permit.

BUCKEYE:

1. SWC of Riggs Road and SR 85, received notice of a Zoning Change from a Law Firm. Recommended the City contact ADOT's Right of Way Coordinator due to the proximity of the project to SR 85.
2. SWC of Riggs Road and SR 85, received Site Plan. Had potential changes that would impact SR 85 for access. Referred them to Yuma District Office to obtain a permit.

CHANDLER:

1. SWC of Willis Road and Hamilton Road, received Zoning Change. Requested copy of plans from developer for review to ensure no access/encroachment or drainage issues existed.



GILBERT:

1. SEC of Market Street and Pecos Road, received notice of a Design Review Hearing and Site Plan from a Law firm. Advised the City due to the proximity of the project to 202L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

GLENDALE:

1. SEC of 101L and Bethany Home Road, received notice of a Public Hearing. Advised the City due to the proximity of the project to 202L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

101 (ETA)

GOODYEAR:

1. SWC of Cotton and Elwood Street, and NWC of Cotton and MC 85, received notice of a Zoning Change. Advised the City project was in the Study Corridor for the future 303L. Referred them to the Right of Way Coordinator for this area.
2. SWC of Cotton Road and Yuma Road, received Site Plan. Upon review of the plans, there was a discrepancy with the Right of Way lines. Advised the City due to the proximity of project to the 303L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Referred them to the Right of Way Coordinator for this area.
3. SEC I-10 and Estrella Parkway, received Site Plan. Advised the City due to proximity of project to the 303L a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. SEC of Bullard and Estrella Parkway, received Site Plan. Advised the City the project was in the study corridor for the future 801. Referred them to the Right of Way Coordinator for this area.
5. NW of Estrella Parkway and I-10, received notice of a zoning change. Advised the City due to proximity of project to I-10 a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

6. North of NEC of Indian School Road and Cotton Lane, received copy of Final Plat. Advised the City the project was in alignment of the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.

MARICOPA COUNTY:

1. Southern Avenue and Avondale Boulevard, received notice of a Special Use Permit. Advised the County the project was within the study corridor for SR 801. Referred them to our website to review other alternatives.
2. Indian School Road between 391st Avenue and Wintersburg Road, received notice of a Public Hearing. Advised the County due to the proximity of the project to I-10 a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. SR 87, received notice of a Zoning Change and copy of a Preliminary Plat. Advised the County a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. 115th Avenue and Atlanta Avenue, received notice of a Zoning change and copy of a Preliminary Plat. Advised the County the project was within the study corridor for SR 801. Referred them to our Right of Way Coordinator for this area.
5. 8603 S. Highway 85, received copy of a Planned Area of Development. Advised the County the project was within the study corridor for SR 801. Referred them to our Right of Way Coordinator for this area.
6. 6426 S. 199th Avenue, received notice of a Special use Permit. Advised the County the project was within the study corridor for SR 801. Referred them to our Right of Way Coordinator for this area.
7. NEC of Camelback Road and SR 303L, received notice of a Special Use permit. Advised the County of the future interchange and proposed detention basin at Camelback and the 303L. Referred them to our Right of Way Coordinator.
8. SWC of 55th Avenue and Mohave, received copy of a Site Plan. Advised the County the project was located in the study corridor of the future South Mountain 202L. Provided link to our website to review other alternatives. Referred them to our Right of Way Coordinator.

CITY OF MESA:

1. NWC of 202L and Recker Road, received copy of Site Plan. Plans received did not coincide with out Right of Way lines. Referred them to our Right of Way Plans Department.
2. 5537 E. Thomas Road, received notice of a Zoning Change and General Plan. Due to proximity to 202L referred them to ADOT Right of Way Plans Department. Provided encroachment permit contact information.
3. NEC of Elliott and 202L, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. Williams Gateway Airport, received copy of a Preliminary Plat. Advised the City the proposed project was within the study corridor of the future 202L. Referred them to our Right of Way Coordinator.
5. Commerce Way and 202L, received copy of a Preliminary Plat. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
6. East and West of Dobson Road along the 202L, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
7. 8745 E. Warner Road, received notice of a Use Permit and two (2) Freeway Landmark Signs from a Law Firm. Advised the City the project was within the study corridor for the future 202L. Referred them to ADOT's Outdoor Sign Division and our Right of Way Coordinator.
8. SEC of Greenfield and 202L, received copy of a Final Plat. Provided the City with a copy of the Right of Way Plans for this area. Recommended they contact our Right of Way Coordinator for this area.

MISCELLANEOUS – LOCAL PUBLIC AGENCIES

1. SR 347, received General Plan for the City of Maricopa regarding their downtown redevelopment plan. Requested copies of their Site Plans to review due to the current study on SR 347.
2. SEC of Thunderbird Road and 127th Avenue, received copy of Plat for cemetery in Town of El Mirage. Advised the town a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.



3. SWC of Cactus Road and the 101L, received a Zoning Change from the City of Scottsdale. Due to the proximity to the 101L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

CITY OF PEORIA:

1. SWC of 101 and Thunderbird Road, received Amended Site Plan. Due to the proximity to the 101L, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. SWC of Olive and the 101L, received a copy of Site Plan. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

CITY OF PHOENIX:

1. NWC of 75th Avenue and Latham, received copy of Site Plan. Due to the proximity of the project to I-10, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. SWC of 48th Street and Washington, received copy of Site Plan. Due to the proximity of the project to SR 143, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. SEC of 59th Avenue and Lower Buckeye Road, received copy of Site Plan. Advised the City project was in the proximity of the future South Mountain 202. Provided link to website to review alternates. Recommended they contact our Right of Way Coordinator for this area.
4. SEC of I-17 and Williams Drive, received copy of Site Plan from an Architect Firm. Due to the proximity of the project to I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
5. I-17 and Bethany Home Road, received an email from the City. Requested copies of the Site Plan to review due to proximity to I-17.
6. SEC of 55th Avenue and Lower Buckeye Road, received an email from the City. Requested copies of the Site Plan to review due to project being in line with the South Mountain 202. Recommend they contact our Right of Way Coordinator.
7. 17th Street and Bethany Home, received an email from the City. Requested copies of the Site Plan to review due to the proximity to SR 51.

8. NWC of 56th Street and Deer Valley Road, received copy of Site Plan revision. Due to proximity to the 101L, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
9. 91st Avenue and Buckeye Road, received copy of Site Plan. Advised the City project was in the proximity of the future South Mountain 202. Provided link to website to review alternates. Recommended they contact our Right of Way Coordinator for this area.
10. NEC of I-17 and Filmore, received an email from the City. Requested copies of the Site Plan to review due to the proximity to I-17.
11. SWC of 101 and 16th Street, received an email from the City. Requested copies of the Site Plan to review due to the proximity to the 101L. Provided contact information for obtaining a permit.
12. NEC of Filmore and I-17, received copy of Site Plan. Due to proximity to the I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
13. SEC 99th Avenue and Camelback, received an email from the City. Requested copies of the Site Plan to review due to the proximity to 101L.
14. NWC of 43rd Avenue and 101L, received copy of Preliminary Plan. Due to the proximity to I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
15. NWC of 7th Avenue and 101L, received copy of Site Plan. Due to the proximity to I-17, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
16. SEC of I-10 and 83rd Avenue, received an email from the City. Requested copies of the Site Plan to review due to proximity to 101L.
17. SWC of Thomas and SR 51, received an email from the City. Requested copies of the Site Plan to review due to proximity to SR 51.
18. 17th Street and Bethany Home Road, received copy of Site Plan. Due to the proximity to SR 51 Southbound on-ramp, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
19. SEC Osborn and SR 51, received an email from the City. Requested copies of the Site Plan to review due to proximity to SR 51.

20. SEC of 63rd Avenue and I-10, received copy of Use Permit. Due to proximity to I-10 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
21. SWC of 40th Street and 202L, received copy of Master Site Plan from a Design Company. Due to the proximity to the 202L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
22. NWC of 7th Avenue and 101L, received copy of Site Plan from a Development Company. Due to the proximity to the 101L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
23. East of 63rd Avenue to 61st Avenue and South of Van Buren, received copy of Preliminary Site Plan. Advised the City project was in the proximity of the future South Mountain 202. Provided link to our website to review alternates. Recommended they contact our Right of Way Coordinator for this area.
24. SEC of I-17 and Williams Drive, received copy of Preliminary Site Plan. Due to proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
25. NEC of 59th Avenue and Lower Buckeye Road, received copy of Site Plan. Advised the City project was in the proximity of the future South Mountain 202. Provided link to our website to review alternates. Recommended they contact our Right of Way Coordinator for this area.
26. 2207 S. 15th Street, received an email with the application and address. Due to proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
27. SEC of 83rd Avenue and I-10, received copy of a Site Plan from an Engineering Company. Due to the proximity to I-10 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
28. I-17 and Bethany Home, received copy of Site Plan from an Architect Firm. Due to the proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
29. SWC of Adobe and I-17, received an email from the City. Requested copies of the Site Plan to review due to the proximity to I-17.

30. NEC of Washington and 202L, received a Zoning Change from a Law Firm. Due to the proximity to the 202L, advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
31. Northwest of the NWC of 91st Avenue and Thomas, received an email from the City. Requested copies of the Site Plan to review due to proximity to the 101L.
32. NWC of 75th Avenue and I-10, received copy of a Site Plan. Due to the proximity to I-10 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
33. NWC of 7th Avenue and 101L, received copy of Site Plan. Due to the proximity to the 101L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
34. 2033 E. Thomas Road, received an email from the City. Requested copies of the Site Plan to review due to proximity to SR 51.
35. NEC of 67th Avenue and I-10, received copy of Preliminary Plan. Due to the proximity to I-10 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
36. 4141 N. 17th Street, received an email from the City. Requested copies of the Site Plan to review due to the proximity to SR 51.
37. SWC of Central and I-10, received a Zoning Change from an Architect Firm. Provided contact information for obtaining a permit.
38. NEC of Indianola and I-17, received an email from the City. Requested copies of the Site Plan to review due to the proximity to I-17.
39. NWC of Sheridan Street and 20th Street, received an email from the City. Requested copies of the Site Plan to review due to the proximity to SR 51.
40. NEC of 43rd Avenue and Anthem Way, received copy of a Site Plan. Due to proximity to the I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
41. NEC of 59th Avenue and Baseline, received an email from the City. Recommended they contact our Right of Way Coordinator as project is within the proximity of the future South Mountain 202.

42. NEC of Indianola and I-17, received copy of a Preliminary Site Plan from the City. Due to the proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
43. NWC of 19th Avenue and Wahalla, received copy of Preliminary Site Plan from the City. Due to the proximity to I-17 advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

STATE LAND DEPARTMENT:

1. SWC of 202L and Greenfield Road. Due to the proximity to the 202L advised the County a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. North Side of Pinnacle Peak Road, West of El Mirage Road. Advised the County a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
3. North and South of the 101L, East of SR 51, received notice of an application for the installation of 2 (two) 12" sewer mains. Advised the County a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

CITY OF SURPRISE:

1. SEC 303 and Cactus Road, received copy of a Minor PAD Amendment. Recommended they contact our Right of Way Coordinator due to the project being within the 303L expansion plan.
2. Grand Avenue from 193rd Avenue to Patton Road, received notice of a Zoning Change. Recommended the City contact our Right of Way Coordinator, due to the project being in the proximity to US 60.
3. North of Cactus along the 303L, received a Site Plan. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. Grand and 193rd Avenue, received notice of a Zoning Change. Recommended the City contact our Right of Way Coordinator, due to the project being in the proximity to US 60.
5. Grand and 193rd Avenue, received copy of a Site Plan. Recommended the City contact our Right of Way Coordinator, due to the project being in the proximity to US 60. Provided contact information for obtaining a permit.



6. SWC of Grand and Happy Valley Road, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
7. SEC of Bell Road and the 303L, received copy of a Site Plan. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
8. SEC of Bell Road and the 303L, received copy of a Planned Area of Development. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
9. SWC of 227th Avenue and Grand Avenue, received copy of a General Plan Amendment. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
10. North of Cactus Road between Sarival and the 303L, received copy of a Final Plat. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
11. North of Cactus Road between Sarival and the 303L, received copy of a Final Plat – Phase II. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
12. Grand Avenue South of Deer Valley Road, received copy of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Recommended the contact our Right of Way Coordinator for this area.
13. North of SR 74 bounded by 211th Avenue and 187th Avenue, received copy of a General Plan Amendment. Project area is currently under study for the Right of Way Preservation project for SR 74. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
14. 24415 W. Rockaway Hills Drive in Morrystown, AZ., received copy of a General Plan Amendment. Due to concerns with access to SR 74, referred the City to ADOT's Aeronautics Division to review their plans for an Airport.
15. Grand Avenue and Litchfield Road, received copy of a Final Plat. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

16. SWC of Bell Road and the 303L, received notice of a Conditional Use Permit. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
17. SWC of Bell Road and the 303L, received copy of a Site Plan Amendment. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
18. Grand Avenue and Mountain View Boulevard, received notice of a Use Permit. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
19. West of Grand Avenue, North and South of Happy Valley Road, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Recommended the contact our Right of Way Coordinator for this area.
20. NWC of Grand, North of Deer Valley Road, received notice of a Zoning Change. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Recommended the contact our Right of Way Coordinator for this area.
21. SWC of Jomax Road and Grand Avenue, received notice of a Planned Area of Development. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit. Recommended the contact our Right of Way Coordinator for this area.

CITY OF TEMPE:

1. NEC of Baseline & Price Road, received copy of a Zoning Use Permit. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. 430 N. Scottsdale Road, received copy of a PAD Overlay. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

Revised

DATE:

October 7, 2008

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment contains several projects, including three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. The proposed administrative modification contains several projects, including funding and schedule changes to Arizona Department of Transportation projects on Loop 303.

In addition, MAG is conducting consultation on a conformity assessment for a proposed administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. Since the mailout of the October 8, 2008 MAG Management Committee agenda, MAG received a request for minor revisions to three Pima Road projects in Scottsdale. Comments on the conformity assessment are requested by October 17, 2008.

The amendment includes projects that may be categorized as exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandums.

PUBLIC INPUT:

Copies of the conformity assessments have been distributed for consultation to the Federal Transit Administration, Federal Highway Administration, Arizona Department of Transportation, Arizona Department of Environmental Quality, Regional Public Transportation Authority, City of Phoenix Public Transit Department, Maricopa County Air Quality Department, Central Arizona Association of Governments, Pinal County Air Quality Control District, U.S. Environmental Protection Agency and other interested parties including members of the public.

PROS & CONS:

PROS: Interagency consultation for the amendment and administrative modification notifies the planning agencies of project modifications to the TIP.

CONS: The review of the conformity assessments require additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The amendment and administrative modification may not be considered until the consultation process for the conformity assessments is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with federal regulations, MAG Conformity Consultation Processes adopted by the Regional Council in February 1996 and MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: On September 25, 2008, the MAG Transportation Review Committee unanimously recommended approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, and as appropriate, the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Phoenix: Tom Callow
ADOT: Kwi-Sung Kang for Floyd
Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
* Fountain Hills: Randy Harrel
* Gila Bend: Vacant
* Gila River: David White
Gilbert: Stephanie Prybyl Tami Ryall
Glendale: for Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody
* Queen Creek: Mark Young
RPTA: Bob Antila for Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
Valley Metro Rail: John Farry
* Wickenburg: Gary Edwards
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash
*Street Committee: Darryl Crossman
*ITS Committee: Mike Mah

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

* Members neither present nor represented by proxy.

+ - Attended by Videoconference
- Attended by Audioconference

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.

October 7, 2008

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Robert Kard, Maricopa County Air Quality Department
Maxine Leather Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG
TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed administrative modification includes a request for minor revisions to three Pima Road projects in Scottsdale. Comments on the conformity assessment are requested by October 17, 2008.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include funding changes, design, right-of-way, and utility projects. The proposed administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects below. The project number, agency, and description is provided, followed by the conformity assessment.

Minor Project Revisions

1. SCT04-901, City of Scottsdale, (Pima Road, Loop 101 to Thompson Peak Parkway). The proposed administrative modification includes a minor project revision to decrease the regional cost from \$1,296,000 to \$1,061,000 for a Pima Road design roadway widening project from Loop 101 to Thompson Peak Parkway. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
2. SCT08-928, City of Scottsdale, (Pima Road, Loop 101 to Thompson Peak Parkway). The proposed administrative modification includes a minor project revision to increase the regional cost from \$12,363,000 to \$12,578,000 for a Pima Road construct roadway widening project from Loop 101 to Thompson Peak Parkway. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
3. SCT09-924, City of Scottsdale, (Pima Road, Thompson Peak Parkway to Pinnacle Peak Road). The proposed administrative modification includes a minor project revision to increase the regional cost from \$676,000 to \$695,000 for a Pima Road design roadway widening project from Thompson Peak Parkway to Pinnacle Peak Road. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action.

September 30, 2008

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
Victor Mendez, Arizona Department of Transportation
Stephen Owens, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Robert Kard, Maricopa County Air Quality Department
Maxine Leather Brown, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Wienke Tax, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY
2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program. The proposed amendment includes three projects funded by the Federal Safe Routes to School Program in Avondale, Gilbert, and Phoenix and a Federal High Priority Project in Scottsdale. The proposed administrative modification includes funding and schedule changes to Arizona Department of Transportation projects on Loop 303. Comments on the conformity assessment are requested by October 17, 2008.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2007 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Nancy Wrona, Arizona Department of Environmental Quality

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations and the administrative modification includes minor project revisions that do not require a conformity determination. Types of projects considered exempt are defined in the federal transportation conformity rule. The proposed amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program includes the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan that was made by the Federal Highway Administration and Federal Transit Administration on August 14, 2008 remains unchanged by this action.

Proposed Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT08-835	ADOT	101L (Pima): Princess Dr to SR202L	Design and Construct Freeway Management System (FMS)	2008	14	State	\$ 2,441,000	-	-	\$ 2,441,000	Amend: Delete project - Construction of FMS is included in HOV project (DOT06-618).	Minor project revision to combine FMS into existing High Occupancy Vehicle lane project, DOT06-618. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-832	ADOT	101L (Pima): Princess Dr to SR202L	Design and Construct Freeway Management System (FMS)	2008	14	State	\$ 2,441,000	-	-	\$ 2,441,000	Amend: Delete project - Construction of FMS is included in HOV project (DOT06-618).	Minor project revision to combine FMS into existing High Occupancy Vehicle lane project, DOT06-618. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT07-708	ADOT	101 (Pima Fwy): SR-51 to Princess Dr	Design and construct FMS	2009	6	State	\$ 4,048,000	-	-	\$ 4,048,000	Admin Mod: Increase project costs by \$2,948,000 and length of project by 2.7 miles.	Minor project revision to increase the funding amount from \$1,100,000 to \$4,048,000 and to correct the length from 3.3 miles to 6.0 miles. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT08-810	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Construct new interim freeway (FY 2009)	2009	7	RARF	-	-	\$ 162,000,000	\$ 162,000,000	Admin Mod: Project length has been modified, costs have decreased by \$13,500,000, and year of work has changed from 08 to 09.	Minor project revision to decrease the funding amount by \$13,500,000 and correct the project length. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-823	ADOT	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Construct new interim freeway (FY 2009)	2009	7	RARF	-	-	\$ 147,500,000	\$ 147,500,000	Admin Mod: Project length has been modified, and costs have increased by \$13,500,000.	Minor project revision to increase the funding amount by \$13,500,000 and correct the project length. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-916	ADOT	303 (Estrella Fwy): Happy Valley Rd to Lake Pleasant Rd	Landscape establishment project	2009	7	RARF	-	-	\$ 750,000	\$ 750,000	Amend: New Project	Project is considered exempt from conformity requirements under the category "plantings, landscaping, etc." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
DOT09-915	ADOT	303 (Estrella Fwy): Lake Pleasant Rd to I-17	Landscape establishment project	2009	7	RARF	-	-	\$ 750,000	\$ 750,000	Amend: New Project	Project is considered exempt from conformity requirements under the category "plantings, landscaping, etc." The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
AVN09-904	Avondale	Avondale School Crosswalk Enhancement Projects	Install various traffic calming and other infrastructure devices: raised crosswalks, sidewalks and ramps, landscape medians, and pedestrian channelization	2009	NA	Federal Safe Routes to School	-	\$ 219,746	-	\$ 219,746	Amend: New Project	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
FTH09-908	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Acquisition of right-of-way for roadway improvement	2009	1	RARF	\$ 143,000	-	\$ 181,000	\$ 324,000	Admin Mod: Decrease local and regional cost to match the FY09 ALCP.	Minor project agreement to decrease the funding amount. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
FTH09-907	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Design of roadway improvement	2009	1	RARF	\$ 389,000	-	\$ 907,000	\$ 1,296,000	Admin Mod: Increase local and regional cost to match the FY09 ALCP.	Minor project agreement to increase the funding amount. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
FTH10-901	Fountain Hills	Shea Blvd: Technology Drive to Cereus Wash	Construct roadway improvement	2010	1	RARF	\$ 1,978,000	-	\$ 4,614,000	\$ 6,592,000	Amend: New Project	Minor project revision to correct the TIP project listing to be consistent with the Arterial Life Cycle Program. The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
GLB09-901	Gilbert	Sidewalk/Crossing Improvement Project	Install sidewalks, bicycle lanes, and traffic calming devices at twelve schools.	2009	NA	Federal Safe Routes to School	-	\$ 249,220	-	\$ 249,220	Amend: New Project	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
PHX09-912	Phoenix	Sidewalks for Mitchell School's Safe Route	Sidewalks will be installed on the streets closest to the school as part of a multi-year student pedestrian and bicyclist safety program.	2009	NA	Federal Safe Routes to School	-	\$ 231,034	-	\$ 231,034	Amend: New Project	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.
SCT09-901	Scottsdale	Scottsdale Road and Indian Bend Road	Create access enhancement to the McCormick-Stillman Railroad Park by improving the parking area and pedestrian underpass	2009	NA	Federal High Priority Project	\$ 704,000	\$ 1,000,000	-	\$ 1,704,000	Amend: New Project	Project is considered exempt from conformity requirements under the category "bicycle and pedestrian facilities" The conformity status of the TIP and Regional Transportation Plan would remain unchanged.

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

DATE:

September 30, 2008

SUBJECT:

Vendor Selection for Digital Aerial Photography

SUMMARY:

In May 2008, the MAG Regional Council approved the FY 2009 Unified Planning Work Program and Annual Budget, which included \$80,000 for digital aerial photography for use in planning activities by both MAG and its member agencies. As in past years, this photography has been made available at no charge to MAG member agencies. MAG issued an Invitation for Bids and, on July 10, 2008, received four bids to provide this product, from Aerials Express, Digital Mapping Inc., Landiscor Aerial Information, and Mapcon Mapping. A multi jurisdictional evaluation team reviewed the bids, and it was recommended to MAG that the low bid of \$26,533.50 from Landiscor Aerial Information be selected. The sample imagery and bid package submitted by Landiscor Aerial Information demonstrated the highest quality imagery product for the price. The MAG Management Committee is requested to recommend approval of Landiscor Aerial Information to provide digital aerial photography in an amount of \$26,533.50.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The digital aerial photography will enable member agencies to visually track growth and changes in their communities.

CONS: There are none.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The digital aerial photography can be used in many applications that are currently in place at the jurisdictions.

POLICY: The digital aerial photography is available at no extra cost for all member agencies to use.

ACTION NEEDED:

Recommend approval that Landiscor Aerial Information be selected to provide digital aerial photography in an amount of \$26,533.50.

PRIOR COMMITTEE ACTIONS:

On August 18, 2008 and September 2, 2008, a multi jurisdictional evaluation team reviewed the bids, and it was recommended to MAG that the lowest bid of \$26,533.50 from Landiscor Aerial Information be selected.

EVALUATION TEAM

Lloyd Abrams, City of Surprise

Peter Burnett, MAG

Marta Dent, Flood Control District of Maricopa County

Tom Elder, City of Phoenix (invited)

Jason Howard, MAG

Scott Thigpen, Salt River Pima-Maricopa Indian Community

CONTACT PERSON:

Jason Howard, MAG, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 30, 2008

SUBJECT:

2008 Annual Report on the Status of the Implementation of Proposition 400

SUMMARY:

Arizona Revised Statute 28-6354 requires that MAG issue an annual report on the status of projects funded by the half-cent sales tax authorized by Proposition 400. The 2008 Annual Report is the fourth report in this series. State law also requires that MAG hold a public hearing on the report after it is issued. It is anticipated that a public hearing on the Draft 2008 Annual Report will be conducted in November 2008. At the October Management Committee meeting, MAG staff will report on the key findings and issues identified in the Draft 2008 Annual Report. A Summary of Findings and Issues has been enclosed and the full report is available on the MAG website.

The Draft 2008 Annual Report on the Status of the Implementation of Proposition 400 addresses project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan, are being monitored, whether they specifically receive sales tax funding or not. The annual report process draws heavily on data from the Freeway/Highway, Arterial Street, and Transit Life Cycle Programs.

The 2008 Annual Report utilizes revenue forecasts that were developed in the fall of 2007. Since that time, the national and state-level economies have continued to deteriorate, affecting the future revenue outlook for transportation programs in the MAG region. Fiscal Year 2008 half-cent sales tax receipts were 3.0 percent lower than the receipts from FY 2007. This is the first decline in year-over-year receipts in the history of the tax since its inception in 1985. For the months of July and August 2008, receipts were down 11.2 and 9.1 percent, respectively. Updated long-range, revenue forecasts are currently under development and may be impacted significantly by these recent trends.

PUBLIC INPUT:

It is anticipated that a public hearing on the Draft 2008 Annual Report will be held in November 2008 at the MAG office.

PROS & CONS:

PROS: Preparation of the Annual Report on the Status of the Implementation of Proposition 400 is required by State law.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The information in the Annual Report represents a “snapshot” of the status of the Proposition 400 program. As new information becomes available, it will be incorporated into subsequent annual updates of the Report.

POLICY: The Annual Report process represents a valuable tool to monitor the Regional Transportation Plan and identify changing conditions that may require plan and program adjustments.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Transportation Review Committee: The Draft 2008 Annual Report was included on the MAG Transportation Review Committee agenda for September 25, 2008, for information and discussion.

MEMBERS ATTENDING

Phoenix: Tom Callow	Maricopa County: John Hauskins
ADOT: Kwi-Sung Kang for Floyd Roehrich	Mesa: Scott Butler
Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Buckeye: Scott Lowe	Peoria: David Moody
Chandler: Patrice Kraus	*Queen Creek: Mark Young
El Mirage: Pat Dennis for Lance Calvert	RPTA: Bob Antila for Bryan Jungwirth
*Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for Mary O'Connor
*Gila Bend: Vacant	Surprise: Randy Overmyer
*Gila River: David White	Tempe: Carlos de Leon
Gilbert: Stephanie Prybyl Tami Ryall	Valley Metro Rail: John Farry
Glendale: for Terry Johnson	*Wickenburg: Gary Edwards
Goodyear: Cato Esquivel	Youngtown: Lloyce Robinson
Guadalupe: Jim Ricker	
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Jim Hash	Pedestrian Working Group: Brandon Forrey
*Street Committee: Darryl Crossman	*Transportation Safety Committee: Kerry Wilcoxon
*ITS Committee: Mike Mah	

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

CONTACT PERSON:

Roger Herzog, MAG, (602) 254-6300

DRAFT

2008 ANNUAL REPORT ON THE STATUS OF THE IMPLEMENTATION OF PROPOSITION 400

SUMMARY OF FINDINGS AND ISSUES

MAG REGIONAL TRANSPORTATION PLAN	S-1
HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES	S-2
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM	S-3
ARTERIAL STREET LIFE CYCLE PROGRAM	S-7
TRANSIT LIFE CYCLE PROGRAM	S-8
PERFORMANCE MONITORING PROGRAM	S-11

The *Draft 2008 Annual Report on the Status of the Implementation of Proposition 400* has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (ARS) 28-6354. ARS 28-6354 requires that MAG annually issue a report on the status of projects funded through Proposition 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from the 2008 Annual Report are summarized below.

MAG REGIONAL TRANSPORTATION PLAN

The MAG Regional Transportation Plan (RTP) provides the blueprint for the implementation of Proposition 400. By Arizona State law, the revenues from the half-cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identifies specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets, and public transportation systems.

- The Update of the Regional Transportation Plan Update was postponed to FY 2009.

During FY 2008, a decision was made to postpone the update of the RTP until FY 2009. This was due to uncertainties regarding Federal policies for programming CMAQ funds and the completion date of a cost review of the

Freeway/Highway Life Cycle Program. It is anticipated that the 2009 RTP Update will be developed consistent with the usual planning and programming cycle during FY 2009.

- A revised Freeway/Highway Acceleration Policy was adopted.

On February 27, 2008, the MAG Regional Council adopted a revised MAG Highway Acceleration Policy. This revision will replace the policy adopted in March 2000, and includes improvements and clarifications that bring the policy in line with Proposition 400, resulting in a more effective process.

- The study findings from the Interstate 10 / Hassayampa Valley Transportation Framework Study were accepted.

On February 27, 2008 the MAG Regional Council accepted the findings of the Interstate 10 / Hassayampa Valley Transportation Framework Study. While the study the recommendations are not funded, the action to accept the study's findings allow the planning process to move forward in an illustrative manner. This will provide guidance to MAG and the affected agencies in the Hassayampa Valley for future activities, including updates to the Regional Transportation Plan.

- The study findings from the MAG Commuter Rail Strategic Plan were accepted.

On April 23, 2008, the MAG Regional Council accepted the findings of the MAG Commuter Rail Strategic Plan. The action by the Regional Council included accepting the findings of the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail. At this time, the RTP does not include funding to build and operate commuter rail in the MAG region.

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is the major funding source for the MAG Regional Transportation Plan (RTP), providing over half the revenues for the Plan. In addition to the half-cent sales tax, there are a number of other RTP funding sources, which are primarily from State and Federal agencies.

- Fiscal Year 2008 receipts from the Proposition 400 half-cent sales tax were 3.0 percent lower than receipts in FY 2007.

During FY 2007, receipts from the Proposition 400 half-cent sales for transportation totaled \$387 million. This amount is 3.0 percent lower than the receipts from the half-cent tax in FY 2007, which totaled 391 million. This

represents the first decline in year-over-year revenues in the history of the half-cent sales tax for transportation since its inception in 1985.

- Forecasts of Proposition 400 half-cent revenues are 2.7 percent lower for the period FY 2009 through FY 2026, compared to the 2007 Annual Report.

Future half-cent revenues for the period FY 2009 through FY 2026 are forecasted to total \$13.7 billion. This amount is 2.7 percent lower than the forecast for the same period presented in the 2007 Annual Report. ADOT will update the half-cent forecasts in the latter part of calendar 2008, taking into account recent slowing in revenue collections as appropriate.

- Forecasts of total ADOT Funds dedicated to the MAG area for FY 2009 through FY 2026 are unchanged from the 2007 Annual Report estimate.

The forecast for ADOT funds totals \$7.4 billion for FY 2009 through FY 2026, which is unchanged from the 2007 Annual Report forecast. This funding source represents nearly one-half of the total funding for the Freeway/Highway Life Cycle Program.

- Forecasts of total MAG Federal Transportation Funds for FY 2009 through FY 2026 are unchanged from the 2007 Annual Report estimate.

MAG Federal Transportation Funds for FY 2008 through FY 2026 are forecasted to total \$5.3 billion. This estimate is unchanged from the amount projected in the 2007 Annual Report. These funding sources have been allocated to arterial street, transit and highway projects in the Regional Transportation Plan.

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

The Freeway/Highway Life Cycle Program extends through FY 2026 and is maintained by the Arizona Department of Transportation (ADOT) to implement freeway/highway projects listed in the MAG Regional Transportation Plan (RTP). The program utilizes funding from the Proposition 400 half-cent sales tax extension, as well as funding from State and Federal revenue sources.

- The final segment in the Proposition 300 - Regional Freeway Program was completed.

The Red Mountain Freeway (Loop 202) was completed between University Dr. and Power Rd. This segment was under construction during FY 2008 and opened to traffic on July 21, 2008. This project represents the final segment in the Proposition 300 - Regional Freeway Program.

- A number of major freeway/highway construction projects were completed, underway, or advertised for bids during FY 2008.

Completed

- Higley Rd./US 60: T.I. improvements.
- 43rd Ave.-51st Ave./I-10: T.I. improvements.
- Dixileta Dr./I-17: New T.I.
- Bullard Ave./I-10: New T.I.
- Bethany Home Rd./Loop 101: New T.I.

Under Construction

- Carefree Hwy./I-17: T.I. improvements.
- Jomax Rd.-Dixileta Dr./I-17: New T.I.
- 64th St./101L: New T.I.
- I-10 (101L to Sarival Ave): New HOV and general purpose lanes.
- I-10 (SR 143 to US 60): WB auxiliary lane.
- I-17 (101L to Jomax Rd.): New HOV and general purpose lanes.
- I-17 (Jomax Rd. to SR 74): New HOV and general purpose lanes.
- SR 51 (Shea Blvd. to Loop 101): New HOV lanes, including HOV ramp connections at Loop 101.
- Loop 101 (Princess Dr. to Red Mountain Fwy.): New HOV lanes.
- SR 85 (MC 85 to Southern Ave. and MP 139.01 to 141.71): Widen to four lanes.
- SR 87 (Forest Bndry. to New Four Peaks Rd.): Road improvements.
- SR 93 (Wickenburg Bypass): New roadway.

Advertised for Bids

- US 60 (I-10 to Loop 101): New general purpose lanes.
 - Loop 101 (Tatum Blvd. to Princess Dr.): New HOV lanes.
 - Loop 101 (202L/Red Mt. Fwy. To 202L/Santan Fwy.): New HOV lanes.
 - Loop 202 (Mill Ave. and Washington St.): Bridge widening.
 - Loop 202 (SR 51 to 101L): Design-build freeway widening.
 - Loop 303 (Cactus Rd., Waddell Rd., and Bell Rd.) T.I. structures.
- Material cost increases were experienced for a number of FY 2008 projects and projects in the FY 2009-2026 Life Cycle Program.

During FY 2008, the MAG Regional Council approved cost increases identified by ADOT and MAG totaling \$22 million for freeway/highway projects that were programmed for FY 2008. It was determined that the cost increases could be accommodated within available cash flow. Also, cost

increases for certain projects in FY 2009-2026 Life Cycle Program totaled \$214 million.

- Based on unadjusted costs, the estimated future costs for the Freeway/Highway Life Cycle Program are in balance with projected revenues.

Funding available for use on freeway and highway projects through FY 2026 has been estimated to total \$10.3 billion (2008 \$'s). The estimated future uses identified in the Life Cycle Program for the period covering FY 2009 through FY 2026 total \$10.0 billion. Therefore, the estimated future costs are in balance with the projected future funds available, with available funds exceeding costs by \$264 million.

However, it is important to note that these projects costs are currently being updated and revised. These cost revisions indicate that the Freeway/Highway Life Cycle Program will require major adjustments in order to achieve a balance between estimated costs and projected revenues during the life cycle period.

- ADOT and MAG are cooperatively evaluating the impacts of construction cost increases and project scope changes on the cost, scheduling and delivery of the Freeway/Highway Life Cycle Program.

A Cost Estimate Assessment is underway to analyze the current status of the RTP Freeway Program including the following items:

- Evaluation of the growth in construction and right-of-way costs between 2003 and 2008, and future trends for these project costs.
- Evaluation of project costs to determine how these costs have increased since the inception of the RTP Freeway Program.
- Determination of the portion of additional costs attributable to recent escalation of costs for construction labor, materials and right-of-way acquisition.
- Evaluation of freeway projects to determine if cost increases occurred due to unforeseen conditions (scope changes) resulting from updated design concept reports and expanded environmental studies.
- Updating RTP Freeway Program costs for each project based upon refined project requirements and updated construction and right-of-way costs.

The results of this evaluation will provide the cost and schedule data to evaluate potential adjustments to the RTP Freeway program.

- The Freeway/Highway Life Cycle Program will potentially require major revision in order to achieve a balance between estimated costs and projected revenues during the life cycle period.

Two factors -- price inflation and detailing of project scopes -- have resulted in a significantly higher total cost for the Freeway/Highway Life Cycle Program. ADOT and MAG are reviewing the Life Cycle Program in light of higher construction costs and additions to original project scopes. The new preliminary estimated program cost totals \$14.9 billion (2008 \$'s). This compares to a 2003 planning estimate of \$9.4 billion (\$8.5 billion without contingency allowance). Funding available for construction over the full life cycle program period is currently estimated to total \$11.6 billion. Therefore, the new program estimate exceeds available funding by approximately \$3.3 billion. This difference could be subject to future increases, depending on the outlook for inflation, facility design contingencies, further cost estimate refinements, and updated revenue forecasts.

It is estimated that the new total program cost of \$14.9 billion consists of approximately the following components:

- \$8.5 billion: 2003 planning cost estimate (without contingency allowance).
- \$3.7 billion: Inflation 2003-2008.
- \$2.7 billion: Scope detailing (includes original contingency allowance plus additional scope enhancements).

Given the potential deficit of approximately \$3.3 billion for the Freeway/Highway Life Cycle Program, a major effort to achieve a balance between future program costs and available revenues will be required. This effort would include effective financing and cash flow management, phasing of project scopes, and plan and program adjustments as may be appropriate. Assumptions regarding future inflation and design contingencies also warrant thorough review, in view of the potential for continuing construction cost increases.

Potential approaches to achieving program balance could include: enhanced financing methods, project phasing, extension of the programming period, and adjustment of project schedules.

ARTERIAL STREET LIFE CYCLE PROGRAM

The Arterial Street Life Cycle Program (ALCP) extends through FY 2026 and is maintained by the Maricopa Association of Governments (MAG) to implement arterial street projects in the MAG Regional Transportation Plan (RTP). The Program receives major funding from both the Proposition 400 half-cent sales tax and Federal highway programs. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies that provide funding to match regional level revenues. MAG provides the regional share of the funding on a reimbursement basis.

- The Arterial Street Life Cycle Program Policies and Procedures and Project Listing were updated during FY 2008.

On December 19, 2007, MAG adopted changes to the Arterial Life Cycle Program Policies and Procedures to facilitate efficient administration of the Program. In addition, on June 25, 2008 the FY 2009 ALCP project listing was adopted to reflect updated information regarding project development status.

- During FY 2008, \$28 million in reimbursements were distributed to local governments from the Arterial Street Life Cycle Program, and work is continuing for reimbursements in FY 2009.

Five jurisdictions received reimbursements for project work during FY 2008 totaling over \$28 million. This brings the total reimbursements to \$50 million since the initiation of the Program. A total of eight project agreements were executed in FY 2008. This brings the total of project agreements executed to date to 26. It is anticipated that an additional 17 agreements will be executed during FY 2009. During FY 2009, it is anticipated that a total of six jurisdictions will receive reimbursements amounting to approximately \$119 million.

- Work will be proceeding on a broad range of projects in the Arterial Street Life Cycle Program.

During the period FY 2009 through FY 2013, work will be proceeding on 104 different arterial street segments. Various stages of work will be conducted on these projects, including 79 with design activity, 80 with right-of-way acquisition, and 81 with construction work at some time during the five-year period.

- The total estimated future regional revenue disbursements for Arterial Street Life Cycle Program projects are in balance with projected revenues.

For the remainder of the Arterial Street Life Cycle Program, which covers the period FY 2009 through FY 2026, projected revenues are in balance with estimated future projects disbursements, with revenues exceeding costs by approximately ten percent through FY 2026. Since the ALCP is based on the principle of project budget caps, with a fixed amount of regional funding allocated to individual projects (on an inflation adjusted basis), it is anticipated that the balance between estimated future disbursements and projected revenues can be maintained in the future.

- Project implementing agencies have deferred \$46 million in Federal and regional funding from FY 2008 to later years.

Cost pressures and other implementation issues have resulted in the deferral of arterial projects by implementing agencies, due to the inability to provide matching funds, or other scheduling and resource issues. Lead agencies have deferred \$46 million in federal and regional funding from FY 2008 to later years. It is anticipated that project scope changes and rescheduling may continue to occur in the future, as local jurisdictions continue to face a variety of fiscal issues.

- MAG staff has developed Draft MAG Federal Fund Programming Principles that will help guide the FY 2009 programming process.

During FY 2008, MAG staff has continued to work closely with ADOT and member agencies to document and improve the review process for projects receiving Federal funds. MAG has developed Draft MAG Federal Fund Programming Principles that will help guide the FY 2009 programming process. The purpose of the Principles is to establish a transparent set of programming principles that clarify the application and programming process and ensure consistency with Federal Regulations.

TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program is maintained by the Regional Public Transportation Authority (RPTA) and implements transit projects identified in the MAG Regional Transportation Plan. The RPTA maintains responsibility for administering half-cent sales tax revenues deposited in the Public Transportation Fund for use on transit projects, including light rail transit (LRT) projects. Although RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions planned for the system.

- Bus service improvements continue on schedule.

New express and local/supergrid services continue to be implemented on schedule, despite the recent decline in excise tax revenues. Every effort has been made to ensure that the implementation schedule for services is not impacted by the downturn in the economy, especially given that transit demand has increased significantly due to the increase in gas prices. However, if revenues continue to decline, service implementation may be impacted in the future. Additionally, services that have been implemented will be reviewed to ensure that productivity goals are met. Unproductive services will be analyzed in detail to determine whether they should be modified, reduced or eliminated.

- Work is continuing on schedule on the construction of the Light Rail Minimum Operating Segment (MOS).

This facility will extend from Spectrum Mall to west Mesa. Construction and system testing and start-up are scheduled to be completed in 2008. Service is scheduled to begin for the entire system on December 27, 2008. Half-cent sales tax money from Proposition 400 will not be utilized to pay for major route construction or operation of the MOS, but is allocated toward certain elements of the support infrastructure (regional park-and-rides, bridges, vehicles, and for the cost to relocate utilities).

- RPTA continued planning studies in FY 2008.

The RPTA has a number of bus planning studies underway that will help define project and service concepts in greater detail and provide improved future cost estimates. The timely completion of these planning efforts will be essential for the continued implementation of regionally funded transit service.

The Main Street Bus Rapid Transit (BRT) design study was substantially completed. The construction is being bid out and is not expected to be completed by the beginning of service operations in December 2008. The service will begin to coincide with the opening of the MOS light rail operations. Temporary stops/stations will be used in the interim. RPTA has submitted a "Very Small Starts" application to the Federal Transit Administration (FTA) for federal funding of this project.

RPTA continues work on the Arizona Avenue Design Concept Report and the Comprehensive Arterial BRT Study. Arizona Avenue will be the second BRT line implemented under the RTP. Service on this line is scheduled to begin in FY 2011. RPTA will be submitting a Very Small Starts application to the FTA for federal funding for this project in 2009. The Comprehensive Arterial BRT Study will define the operational parameters of the arterial BRT network. It will also define how the system will integrate with Supergrid, fixed route bus, and LRT service to maximize the operational efficiencies of these transit networks.

- Valley Metro Rail Planning continued with necessary planning studies to implement future LRT service.

The LRT Configuration Study will evaluate the operational characteristics and needs of the full 57.7 mile LRT system identified in the Regional Transportation Plan. Phase I of the study was completed in 2007. Phase II of the study began in February 2008. Phase II includes modeling for the candidate corridors to estimate ridership and assess the cost effectiveness.

The Glendale Extension Study has compiled a notebook with three alignment options for the Glendale LRT extension identified in the RTP. The alignment options being evaluated include service from I-10 to the stadium complex north of Bethany Home Road, service to downtown Glendale, or service to the ASU west campus on Thunderbird Avenue. The affected cities are reviewing the technical information.

The Alternatives Analysis (AA) for the Central Mesa Extension, the I-10 West Extension and the Tempe South Extension are in progress.

- Estimated future costs for the Transit Life Cycle Program are in balance with projected revenues.

For the remainder of the Transit Life Cycle Program, which covers the period FY 2009 through FY 2026, projected revenues are in balance with future projects costs but with very little left at the end of the program. Several capital projects were eliminated, including the vanpool maintenance facility, the rural bus maintenance facility and the Phoenix dial-a-ride maintenance facility. Additionally, many of the contingencies in the program were eliminated or reduced in order to ensure that revenues exceeded expenditures. Costs continue to rise faster than anticipated and revenues are not expected to keep pace, at least in the short term.

- Transit service and capital cost increases will represent an ongoing challenge for the Transit Life Cycle programming process.

Given recent trends of escalating wages and fuel prices, pressure will increase to balance operations costs with available revenues. Similarly, recent increases for right-of-way and construction materials will continue to drive up costs for transit capital facilities, as they have in the freeway and arterial programs. Costs for the Transit Life Cycle Program will need to be evaluated on a continuing basis as the program is implemented, and program adjustments made as warranted in order to maintain the cost/revenue balance.

RPTA will be examining closely the assumptions used in estimating both revenues and expenditures for the Transit Life Cycle Program during FY 2009. The issues include inflation assumptions, federal revenue estimates, bus fare revenue estimates, service costs and contingencies. If transportation excise tax revenue estimates decline, it is likely that service implementation will be affected. Financing for capital projects is assumed in the program, however the cost of borrowing will be considered carefully against the cost of delaying capital facilities construction to ensure that funds are expended appropriately.

- The outlook for Federal discretionary funding for transit will require continuous monitoring.

A large part of the funding for the LRT system extensions and for bus purchases is assumed to be from awards by the US Department of Transportation through the discretionary program. This funding is over-and-above the Federal funding contained in the 20-mile starter system Full Funding Grant Agreement. The timing and amounts of light rail transit New Start monies coming to the MAG region will be subject to a highly competitive process at the federal level. The prospects for awards from this program will require careful monitoring. Discretionary funding for the bus capital program is also highly competitive and the assumptions in the Transit Life Cycle Program will be reviewed carefully to ensure they are not overly aggressive. The pending reauthorization of SAFETEA-LU will also impact when and how FTA funding flows to the region.

PERFORMANCE MONITORING PROGRAM

The MAG Transportation System Performance Monitoring and Assessment Program has been established to provide a framework for reporting performance at the system and project levels, and serve as a repository of historical, simulated and observed data for the transportation system in the MAG Region.

- During FY 2008, MAG initiated the Performance Measurement Framework consultant study for the regional roadway network.

In June 2008, MAG initiated the Performance Measurement Framework consultant study to further refine and focus the performance monitoring approach for the regional roadway network. Based on the findings of this study and input from the Transit Performance Report, it is anticipated that MAG will annually produce a Transportation System Monitoring and Performance Report.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 30, 2008

SUBJECT:

Outdoor Light Pollution

SUMMARY:

Members of Arizona's astronomy community approached MAG about issues related to outdoor light pollution in Maricopa County. A presentation on Outdoor Light Pollution Standards was given to the MAG Planners Stakeholders Group in August. It was reported that outdoor light pollution creates a significant waste of electricity and money, and degrades the visibility of our night skies. Arizona is home to world-class observatories with an estimated \$250 million annual benefit to the state's economy. The national astronomy community would like the counties, municipalities and Tribal Nations to consider revisiting the adequacy and enforcement of their respective lighting ordinances in an effort to reduce light pollution associated with population growth. Such action is also the recommendation of the Arizona Arts, Sciences, and Technology Academy (AASTA) in their current report on the economic impact of astronomy in Arizona. The goal is to provide quality lighting to improve visibility, save energy, and protect dark skies.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: Implementing measures to reduce outdoor light pollution is an energy conservation measure with related energy cost savings. These measures also improve visibility (e.g. eliminate glare), and improve our environment (night sky, community ambience, ecosystems).

CONS: Up front costs may be incurred if poor outdoor lighting is replaced before the end of the system lifetime, but reduced electricity costs provide a mitigating effect to offset these costs. There may also be additional costs to enforce outdoor lighting requirements, although most jurisdictions incorporate compliance in the permit application process.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Agencies that do not currently have an outdoor lighting code may want to create such a code to ensure appropriate lighting levels that support way-finding and crime prevention, assist people with visual impairments, allow flexibility in architectural design, minimize undesirable light and glare into adjoining properties and minimize light pollution into the nighttime sky.

POLICY: An outdoor lighting code can be considered a component of a community's sustainability plan. Template codes exist that were developed using the expertise of the relevant professionals and the experiences of our communities in Arizona.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

None.

CONTACT PERSON:

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