MARICOPA
ASSOCIATION of
GOVERNMENTS

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November 12, 2008

TO: Members of the Transportation Policy Committee

FROM: Mayor Steve Berman, Gilbert, Chair

SUBJECT: NOTIFICATION OF PEER REGIONS TRANSIT WORKSHOP AND MEETING OF THE TRANSPORTATION POLICY COMMITTEE AND TRANSMITTAL OF TENTATIVE AGENDA

Peer Regions Transit Workshop - 2:00 p.m.
Wednesday, November 19, 2008
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A Peer Regions Transit Workshop of the Transportation Policy Committee, Valley Metro Rail (METRO) Board and the Regional Public Transportation Authority (RPTA) Board will be held at the time and place noted above.

Meeting - 3:30 p.m. or later (following the conclusion of the Peer Regions Transit Workshop)
Wednesday, November 19, 2008
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Transportation Policy Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As was discussed at the first meeting of the Committee, proxies would not be allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

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

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

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

c: MAG Regional Council
MAG Management Committee

PEER REGIONS TRANSIT WORKSHOP
TRANSPORTATION POLICY COMMITTEE
VALLEY METRO RAIL (METRO) BOARD
REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA) BOARD
TENTATIVE AGENDA
November 19, 2008 - 2:00 p.m.

ACTION REQUESTED

1. Peer Regions Transit Workshop

   The Peer Regions Transit Workshop provides an opportunity to members of the Transportation Policy Committee, Valley Metro Rail (METRO) Board and the Regional Public Transportation Authority (RPTA) Board to learn about public transit systems in other regions directly from the industry professionals who plan and operate them. In addition, peer regions representatives from Atlanta, Dallas, Denver, Salt Lake City, San Diego and Seattle will share their observations on transit in the MAG region. Please refer to the enclosed material.

1. Information and discussion.

TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
November 19, 2008
3:30 p.m. or later
(following the conclusion of the Peer Regions Transit Workshop)

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

   An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call

3. Information.

to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. 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 (*).

4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. Approval of the October 15, 2008, Meeting Minutes

4A. Review and approval of the October 15, 2008, meeting minutes.

*4B. Arterial Life Cycle Program Status Report

A status report on the Arterial Life Cycle Program (ALCP) is provided for the period between April 2008 and September 2008 and includes an update on Project work, the remaining FY 2009 schedule, and ALCP revenues and finances. Please refer to the enclosed material.

4B. Information.

*4C. Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

In December 2006, the MAG Regional Council approved the set of projects to be funded from the Statewide Transportation Acceleration Needs (STAN) Account. One of the STAN projects that is under construction is the HOV lane on L101 from Tatum Boulevard to Princess Drive. The bid for this project was about $12.2 million less than the $32.5 million of STAN funds allocated to this project. Another STAN project, which is on L303, involved the construction of crossings at Bell Road, Cactus Road and Waddell Road for a total of $22 million. Final design for this project is underway and the construction costs have been revised to $34.1 million. In addition, the right of way acquisition to complete this project is

4C. Recommend approval of the request to decrease STAN funding by $12.2 million for the L101 from Tatum Boulevard to Princess Drive project and increase the funding by $12.2 million for the L303 project that includes crossings at Bell Road, Cactus Road, and Waddell Road.

estimated at $26.2 million. A shift of the project savings from the L101 HOV project to the L303 project is being requested. There is no fiscal impact on the MAG Freeway Program. This item is on the November 12, 2008, MAG Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

5. Transportation Planning Update

At the October 15, 2008 Transportation Policy Committee meeting, the financial outlook for the Regional Freeway Program was discussed. Staff presented strategies for future discussion by the TPC to bring the 20-year costs and revenues in balance for the program. It is anticipated that the strategies will be further discussed at the meeting along with an updated financial report for the freeway program that incorporates the revised revenue projections.

5. Information and discussion.

6. Commuter Rail Update

The Regional Transportation Plan that was presented to the voters in Proposition 400 included $5 million to develop commuter rail options and implementation strategies. In January 2006, the Regional Council approved forming a commuter rail stakeholders group to assist in preparing a draft scope of work for a commuter rail study. In October 2006, the Regional Council approved selecting URS Corporation to develop a MAG Commuter Rail Strategic Plan. In April 2008, the Regional Council accepted the MAG Commuter Rail Strategic Plan and recommended that MAG proceed with the first four implementation steps: 1) Ongoing Coordination; 2) Union Pacific Passenger Rail Coordination; 3) Burlington Northern Santa Fe Railway Coordination; and 4) Regional Transit Planning. In July 2008, the Regional Council Executive Committee approved the selection of URS Corporation to develop the Grand Avenue Commuter Rail Corridor Development Plan for an amount not to exceed $600,000. At the time, several members advocated that the Union Pacific

6. Information and discussion.

Corridor also be studied. This corridor was not included due to the Arizona Department of Transportation's (ADOT) current work with Union Pacific on the corridor leading from Tucson to the Phoenix metropolitan area and Union Pacific's desire to only work with ADOT on the corridor. Union Pacific's position has recently changed and ADOT has indicated that a team arrangement with MAG and ADOT on the Union Pacific Corridor within the MAG region would be workable. It is anticipated that a scope of work will be discussed in the Commuter Rail Stakeholders group for a Union Pacific Development Plan within the MAG region. The cost of the Union Pacific Development Plan will be determined once the scope is identified. Due to the greater track length than the Grand Avenue Commuter Rail Corridor Development Plan, the cost is likely to exceed the $600,000 amount that was approved for the Grand Avenue Corridor. Additional transit studies will require another staff member at MAG. Currently MAG has a 1/4 staff position vacancy that could be used as part of a full time position.

Another component of the Union Pacific corridor is a grant received by ADOT to develop an environmental impact statement for the corridor between Tucson and Phoenix. This grant requires a 50/50 match ($1 million). A report on these commuter rail activities will be provided.

7. Legislative Update

Recently Congress has been considering a stimulus package to boost the national economy. To provide information for this effort, staff has provided funding amounts in transportation and other categories that may be possible to implement in a short period of time. Staff will provide an update on these Congressional efforts.

7. Information and discussion.

8. Input on Business Representatives on the Transportation Policy Committee

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members

8. Information, discussion and input.

to the Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On December 31, 2008, the terms of two of the TPC business members will expire. On October 28, 2008, a memorandum was sent to Regional Council members requesting names for the business representatives. One of the two business members must represent construction interests. This is defined in state law as "a company whose primary function consists of building freeways, highways or major arterial streets." The other business member would represent regionwide business. The law defines regionwide business as "a company that provides goods or services throughout the county." State law provides that members serve six-year terms of office. Input from TPC members is requested. It is anticipated that the Regional Council may make a recommendation on the business members at its December 3, 2008, meeting. Please refer to the enclosed material.

Metropolitan Atlanta Rapid Transit Authority
Atlanta, Georgia

Metropolitan Atlanta Rapid Transit Authority, known as MARTA, is the primary regional transit agency of the Atlanta, Georgia metropolitan area. The Atlanta Transit System was purchased in February 1972 for $12.9 million giving control of the regions primary bus service to MARTA. Serving DeKalb and Fulton counties as well as the City of Atlanta, MARTA operates 4 heavy rail lines, more than 100 bus routes, and demand response service. Additionally, MARTA runs three shuttle routes that provide seasonal service connecting heavy rail to Six Flags, Lakewood Amphitheater, and Turner Field.

In 2006 MARTA partnered with the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA) to create the Transit Planning Board (TPB). The TPB will work to build a plan for expanding and funding a regional transit network for the Atlanta region.

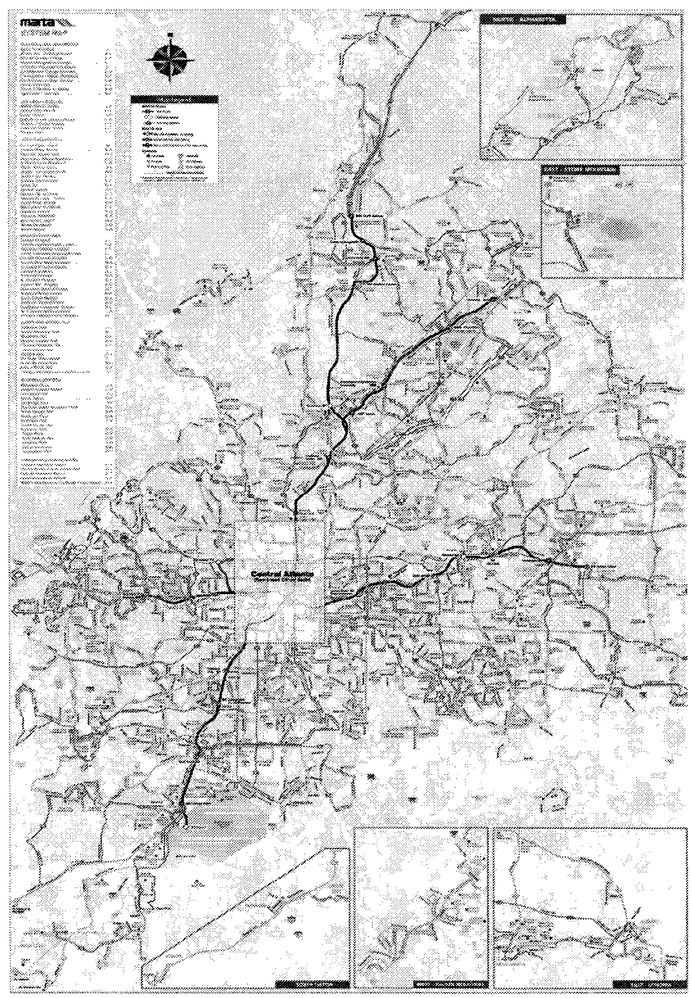
MARTA Members
DeKalb County
Fulton County
City of Atlanta

REGIONAL CHARARCTERISTICS

Population:	4,051,000
Land Area:	1,963 sq mi

REGIONAL MODES
- Heavy Rail
- Local/Express Bus*
- Demand Response
- Vanpool

*Express Bus operated by other transit agency



Source: MARTA, 2008

HOURS OF OPERATION

Weekday / Weekend

Local Bus: 5:00am - 1:30am / 5:00am - 12:30am

Heavy Rail: 5:00am - 1:00am / 5:30am - 12:30am

Demand Response: 8:30am - 5:30pm / 10:00am - 4:00pm

WHY A REGIONAL SYSTEM?

- Optimization of existing and future transit infrastructures
- Coordinated regional approach to:
  - Transit Service Planning
  - Transit Funding
  - Transit Operations
- Quality regional transit system that is "customer first" focus

FUNDING

Transit-related funding for the Atlanta region has stemmed exclusively from local sales tax, currently at 1 percent. Since 1971, state legislation has encouraged local communities to seek local sales tax initiatives to fund transit operations.

The Transit Planning Board (TPB) recently completed a regional transit plan called Concept 3. TPB is currently exploring funding options for the Concept 3 plan.

FUTURE EXPANSION

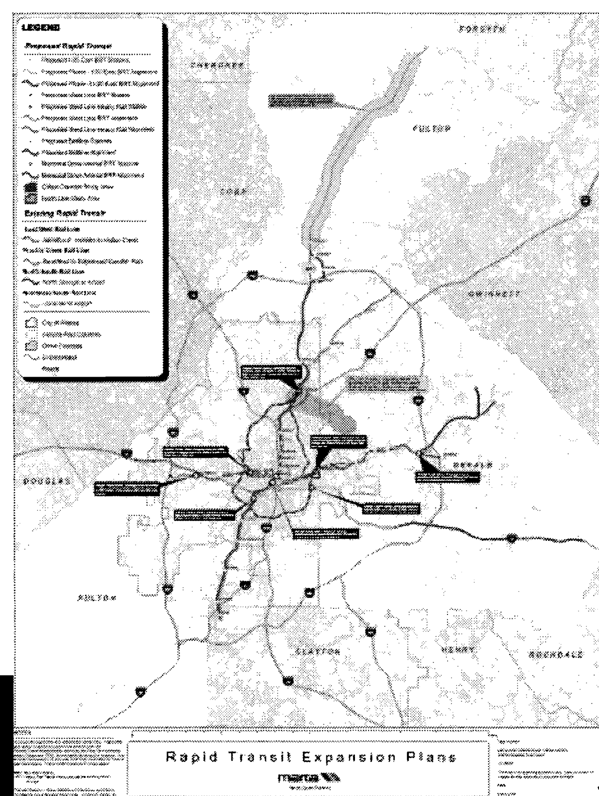
- Memorial Dr. Phase 1 – 5.4-miles of BRT
- Memorial Dr. Phase 2 – 7.5-miles of BRT
- Lindbergh/Decatur– 4.0-miles of HCT
- I-20 East Phase 1 – 8.2-miles of BRT
- I-20 West – 3.5-miles of BRT
- Beltline Corridor (NE) – 5.3-miles of HCT
- Beltline Corridor (SE) – 6.5-miles of HCT
- Beltline Corridor (SW) – 3.1-miles of HCT
- Beltline Corridor (NW) – 6.5-miles of HCT
- I-20 East Phase 2 – 10.8-miles of BRT

SUSTAINABILITY GOALS/POLICIES

- Establish MARTA's environmental baseline and develop a comprehensive master plan
- Reduce MARTS's environmental footprint
- Increase MARTA's use of green products and services
- Increase the volume of recycled materials
- Increase savings and return on investment through greening strategies
- Advocating mobility for families and businesses via public transit.
- Decreasing air pollution and road congestion
- Encouraging smart growth and transit oriented development
- Preserving and enhancing the natural environment

ACCOMPLISHMENTS:

- Completion of Concept 3 Transit Plan
- Completion of Regional Paratransit Study
- Clayton County Bus Operations Agreement
- Industry leader in Technology
  - 100% smart card fare collection system
- Rail Car Rehabilitation
- Track Renovations



Source: MARTA, 2008

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Regional Transit Framework Study

Metropolitan Atlanta Rapid Transit Authority

Atlanta, Georgia

Peer Region Presentation

November 19, 2008

marta

Metropolitan Atlanta Rapid Transit Authority

Service Characteristics Operations

- Services Operated
  - Bus
  - Heavy Rail
  - Demand Response
- Hours of Service
  - Weekday / Weekend:
    - Local Bus: 5:00 AM to 1:30 AM / 5:00 AM to 12:30 AM
    - Rail: 5:00 AM to 1:00 AM / 5:30 AM to 12:30 AM
    - Demand Response: 4:00 AM to 1:00 AM / 4 :00 AM to 1:00 AM

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Metropolitan Atlanta Rapid Transit Authority

Service Characteristics
Fares

Mode	Type	One-Way Fare
Bus	Regular	$1.75
Heavy Rail	Reduced	$0.85
Demand Response	$3.50	

Source: MARTA, 2008

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Metropolitan Atlanta Rapid Transit Authority

Service Characteristics
Capital

- Bus
  - No. of vehicles: 599
  - No. of directional guideway miles: 16.5
- Heavy Rail
  - No. of vehicles: 276
  - No. of directional guideway miles: 96.1
- Demand Response
  - No. of vehicles: 120

Source: 2006 National Transit Database

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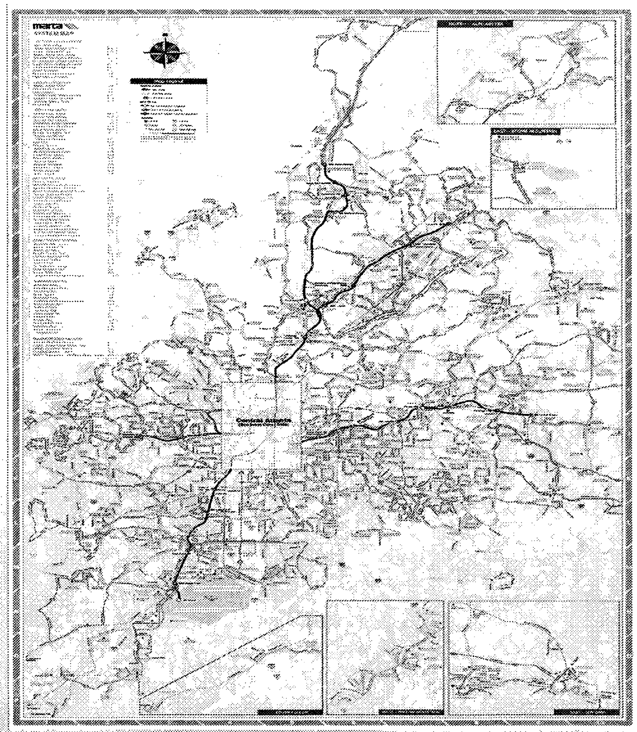
Metropolitan Atlanta Rapid Transit Authority

System Map



Source: MARTA, 2008

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Regional Transit Coordination

- MARTA is the FTA §5307 Designated Recipient for the Region (Jointly with MPO)
- MARTA operates Clayton County C-TRAN through an inter-governmental agreement
- MARTA is a partner agency (along with GRTA and ARC) in the Transit Planning Board
  - Regional Service Coordination Council
  - Breeze Fare Collection System
  - Chartering Atlanta Regional Transit Authority

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Funding Sources

- Local Sales Tax
  - 1 percent
  - In 1983, tax extended 15 years to 2012
  - In 2007, tax extended to 2047
- Transit Planning Board
  - Concept 3
    - Long range transit plan for the Atlanta region
      - Approved by TBP in August 2008
      - ARC for adoption
      - Exploring funding options for this plan

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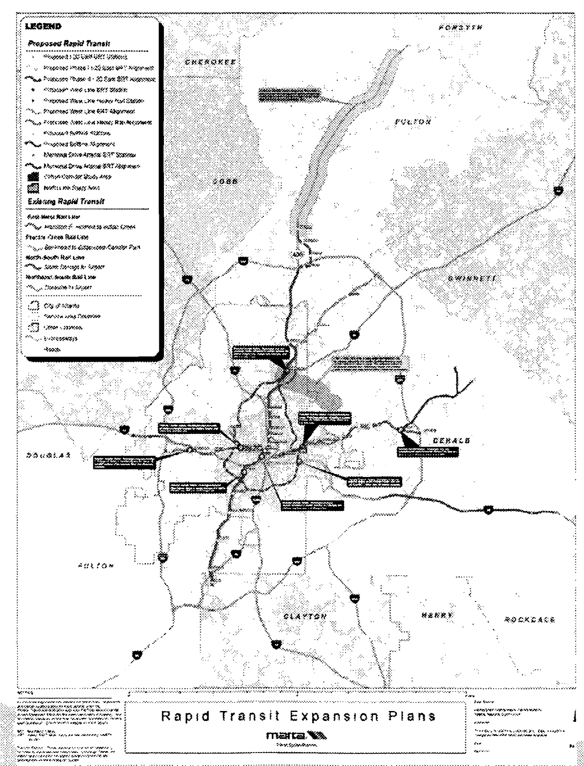
Metropolitan Atlanta Rapid Transit Authority

Future Expansion

- Memorial Dr. Phase 1
  - 5.4 miles of BRT
- Memorial Dr. Phase 2
  - 7.5 miles of BRT
- Lindbergh/Decatur
  - 7.5 miles of HCT
- I-20 East Phase 1
  - 8.2 miles of BRT
- I-20 West
  - 3.5 miles of BRT
- Beltline Corridor – NE
  - 5.3 miles of HCT
- Beltline Corridor – SE
  - 6.5 miles of HCT
- Beltline Corridor – SW
  - 3.1 miles of HCT
- Beltline Corridor – NW
  - 6.5 miles of HCT
- I-20 East Phase 2
  - 10.8 miles of BRT



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Metropolitan Atlanta Rapid Transit Authority

Significant Accomplishments

- Completion of Concept 3 Transit Plan
- Completion of Regional Paratransit Study
- Clayton County Bus Operations Agreement
- Industry leader in Technology
  - 100% smart card fare collection system
- Rail Car Rehabilitation
- Track Renovations

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Metropolitan Atlanta Rapid Transit Authority

Sustainability Goals and Policies

- Authority's Goals
  - Establish MARTA's environmental baseline and develop a Comprehensive Sustainability Master Plan
  - Reduce MARTA's environmental footprint
  - Increase MARTA's use of green products and services
  - Increase the volume of recycled materials
  - Increase savings and return on investment through greening strategies

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Metropolitan Atlanta Rapid Transit Authority

Sustainability Goals and Policies

- Authority's Policy
  - Advocate mobility for families and businesses via public transit
  - Decrease air pollution and road congestion
  - Encourage smart growth and transit oriented development
  - Preserve and enhance the natural environment

Why Regional Transit System?

- Optimization of existing and future transit infrastructures
- Coordinated regional approach to:
  - Transit Service Planning
  - Transit Funding
  - Transit Operations
- Quality regional transit system that is "customer first" focused

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Metropolitan Atlanta Rapid Transit Authority

Dallas Area Rapid Transit
Dallas, Texas

MAG Regional Transit Framework Study • November 2008

Dallas Area Rapid Transit, known as DART, is the regional transit agency of the Dallas, Texas metropolitan area. A one-cent local sales tax was approved by voters on August 13, 1983 and DART was created. Today, DART service includes approximately 130 bus routes, 45 miles of light rail transit (LRT), 75 miles of high occupancy vehicle (HOV) lanes, and paratransit service. Additionally, DART works in conjunction with the Fort Worth Transportation Authority (the T) to operate 35 miles of Commuter Rail linking downtown Dallas and Fort Worth.

Consisting of 13 member cities, DART is directed by a 15 member board (based on population) which is selected by each member's city council.

Member Cities

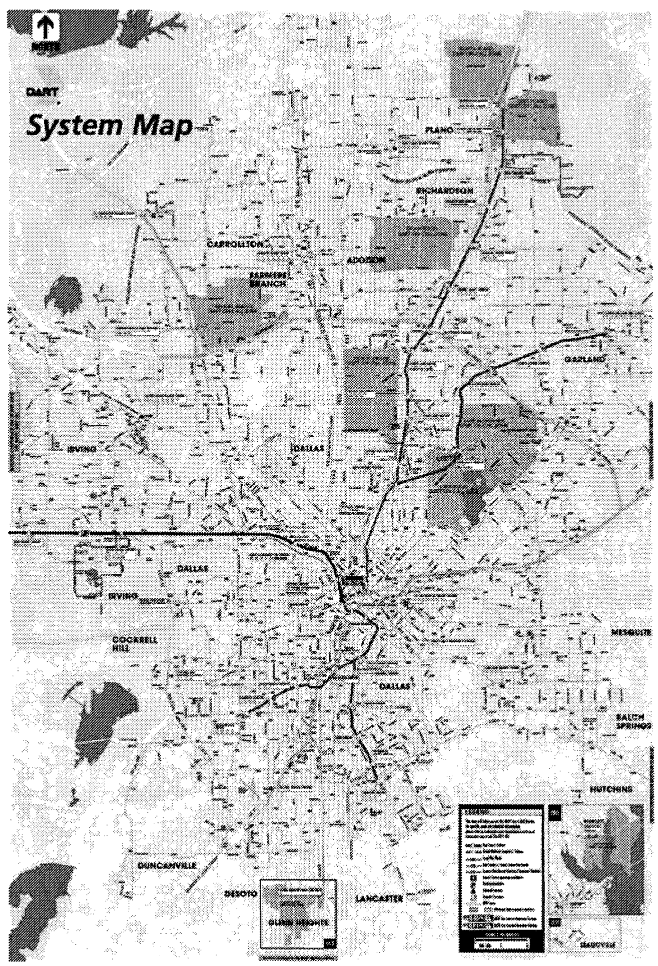
Addison	Carrollton
Cockrell Hill	Farmers Branch
Dallas	Garland
Glenn Heights	Highland Park
Irving	Plano
Richardson	Rowlett
University Park	

REGIONAL CHARARCTERISTICS

Population: 4,809,000
Land Area: 1,529 sq mi

REGIONAL MODES

- Commuter Rail
- Light Rail
- Local/Express Bus
- Demand Response
- Vanpool Service



Source: DART, 2008

HOURS OF OPERATION

Weekday / Weekend

Local Bus – 5:00am to 1:30am / 5:00am to 12:00am

Light Rail – 4:30am to 1:00am / 4:30am to 1:00am

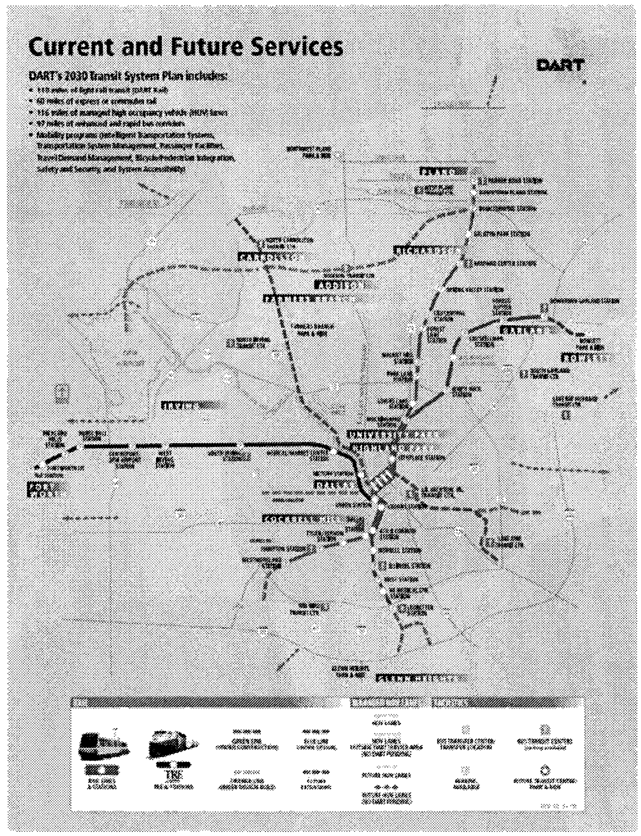
*Commuter Rail – 5:00am to 12:00am / 7:30am to 12:00am

Demand Response – 5:00am to 9:00pm / No Service

*No Sunday Service

FUTURE EXPANSION

- Green Line (SE) – 10.1-miles of LRT opening in 2009
- Green Line (NW) – 12.1-miles of LRT opening in 2009
- Orange Line (NW) – 14-miles of LRT opening in 2011
- Blue Line (Rowlett) – 4.5-miles of LRT opening in 2012
- Dallas CBD – LRT extension opening in 2014
- South Oak Cliff – 2.9-miles of LRT opening in 2018
- Cotton Belt – 26-miles of Commuter Rail opening TBD
- Southport – 2.9-miles of LRT opening TBD
- Scyene Rd – 4.3-miles of LRT opening TBD
- West Oak Cliff – 4.3-miles of LRT opening TBD
- West Dallas – 6.0-miles of LRT opening TBD
- NW Highway – 13.8-miles of BRT opening TBD
- Ferguson – 6.3-miles of BRT opening TBD



Source: DART, 2008

FUNDING

Transit-related funding for the Dallas region is supported by a one-cent regional sales tax which is dedicated to fund DART. Additional funding has been secured through a $2.9 billion bond and a $700 million federal grant that will be used for the future expansion of the rail system. Future funding is dependant on voter approval.

Regional Transportation District
Denver, Colorado

MAG Regional Transit Framework Study • November 2008

The Regional Transportation District, known as RTD, is the regional transit agency of the Denver, Colorado metropolitan area. Created by the Colorado General Assembly in 1969, RTD is responsible for developing, operating and maintaining a regional mass transit network able to serve 2.6 million people. RTD currently operates six light rail lines, fixed route service consisting of over 100 local bus routes, 25 express routes and 20 regional routes, and demand response service. In addition to the current service, a new 12 mile light rail line is under construction; and 110 miles of additional light rail and commuter rail lines are in various phases of development, with the lines set to open between 2013 and 2017.

The RTD district consists of all or parts of eight counties governed by a 15 member, directly-elected Board of Directors.

RTD Members

Boulder County	City/County of Denver
Jefferson County	City/County of Broomfield
Adams County	Arapahoe County
Douglas County	Weld County

REGIONAL CHARARCTERISTICS

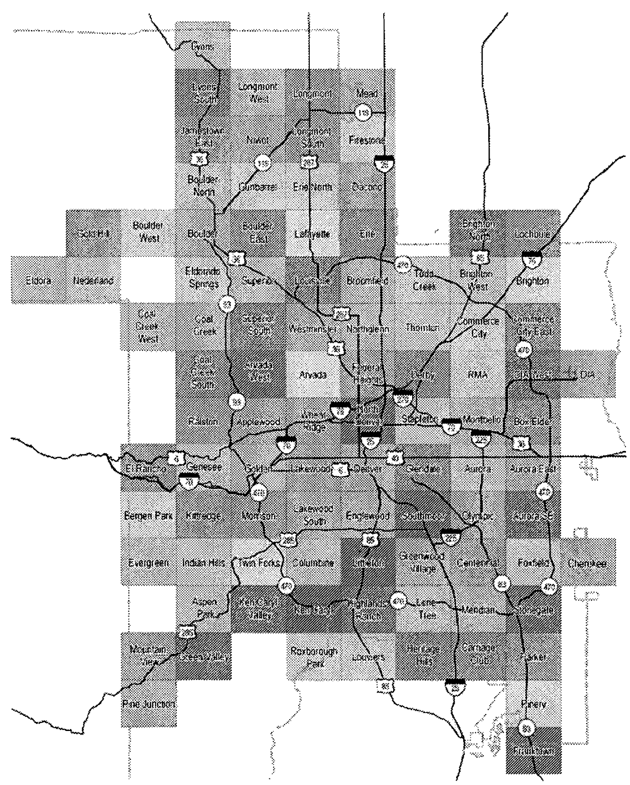
Population: 2,316,000
Land Area: 585 sq mi

REGIONAL MODES

- Light Rail
- Local/Express Bus
- Demand Response (ADA and "call-n-Ride")
- Vanpool

WHY A REGIONAL SYSTEM?

- Benefits shared throughout Region
- Travel demand patterns cross jurisdictional boundaries, driving need for regional service
- Business and political community recognize economic opportunities of multi-modal transit system for Region
- More efficient allocation of funds; supports prioritization of investments
- Region speaks with one voice in pursuit of Federal dollars for agreed-upon regional transit priorities



Source: RTD, 2008

HOURS OF OPERATION

Weekday / Weekend

Local Bus – 5:00am – 10:00/11:00pm; w/ late night routes

Light Rail – 4:00am – 2:30am / 4:00am – 2:30am

Demand Response – 5:30am – 8:00pm

FUNDING

The FasTracks Ballot Initiative, passed in 2004, provided local funding for the $6.1 billion program to expand light rail and commuter rail lines to reach additional urban and suburban communities as well as the Denver International Airport (DIA). The initiative also included funding for a new bus rapid transit service and provided an 80 percent increase in parking capacity at park-and-ride facilities. FasTracks was funded with a local sales tax increase from 0.6 percent to 1 percent.

FUTURE EXPANSION

West Corridor – 12.1-miles of LRT opening in 2013

East Corridor – 23.6-miles of CRT opening in 2015

NW Rail Corridor – 41-miles of CRT opening in 2015

Central Corridor – 0.8-miles of LRT opening in 2015

I-225 Corridor – 10.5-miles of LRT opening in 2015

North Metro Corridor – 18-miles of CRT opening in 2015

Gold Line – 11.2-miles of CRT opening in 2015

SE Corridor – 2.3-miles of LRT opening in 2016

SW Corridor – 2.5-miles of LRT opening in 2016

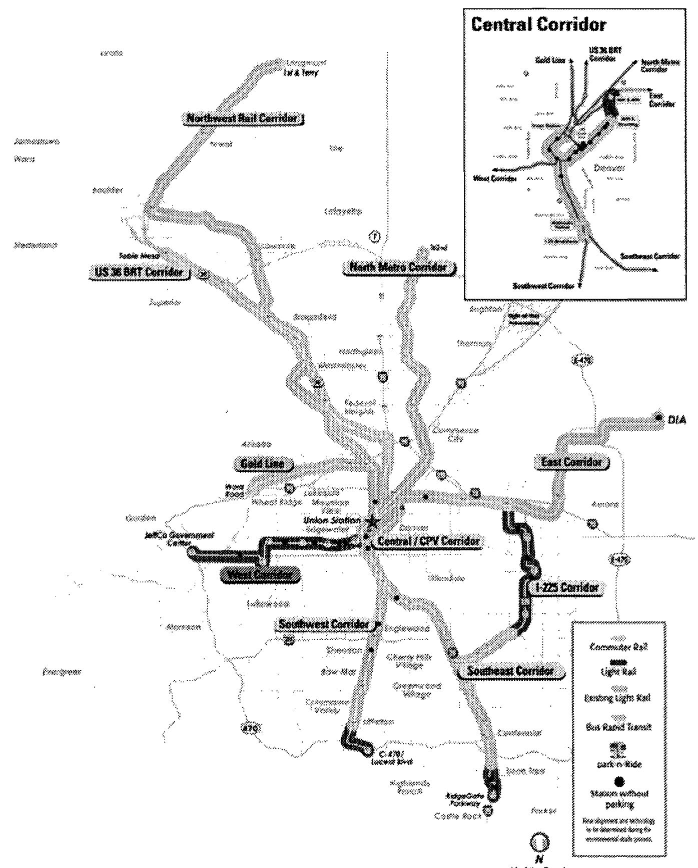
US 36 – 18-miles of BRT opening in 2016

POLICY AND GOALS ADOPTED OCTOBER 2006

- Objectives:
  - Improve environment
  - Provide greater travel choices and accessibility
  - Promote livable cities and communities
- Recognition that transit, by its nature, is a cornerstone of a community's sustainable development and good environmental policy
- Two Sustainability Committees formed (internal and external)

ACCOMPLISHMENTS

- Opened 4 light rail (LRT) Corridors on time and within budget; with ridership exceeding projections each time:
  - 1994 – Central Corridor, 5.3 miles, $116.5 m.
  - 2000 – SW Corridor, 8.7 miles, $177.7 m.
  - 2002 – Central Platte Valley, 1.8 miles, $47.8 m.
  - 2006 – SE Corridor, 19 miles, $879 m.
  - 2004 - Development and Passage of FasTracks Ballot (sales tax) initiative for funding of $6.1 b. regional rapid transit system expansion
- Consistently strong growth in ridership and strong service reliability (on time performance: LRT 99.9%; ADA 96%; Local bus 88%; Express/Regional bus 92%)



Source: RTD, 2008

MARICOPA ASSOCIATION OF GOVERMENTS
Regional Transit Framework Study

Regional Transportation District

Denver, Colorado

RTD FASTRACKS

Peer Region Presentation
November 19, 2008

Service Characteristics
Operations

- Services Operated
  - Local/Express Bus
  - Light Rail
  - Demand Response (ADA and “call-n-Ride”)
  - Vanpool Service
- Hours of Service
  - Weekday / Weekend:
    - Local Bus: 5:00a – 10/11p; numerous late night routes
    - Light Rail: 4:00a – 2:30a / 4:00a – 2:30a
    - Demand Response: ADA varies per law; “call-n-Ride” 5:30a – 8:00p

Service Characteristics
Fares

RTD FASTRACKS

Mode	Type	One-Way Fare	
Bus		Regular	Reduced
	Local	$1.75	$0.85
	Express	$3.00	$1.50
	Regional	$4.00	$2.00
Light Rail		Regular	Reduced
	1 Zone	$1.75	$0.85
	2 Zones	$1.75	$0.85
	3 Zones	$3.00	$1.50
	4 Zones	$4.00	$2.00
Demand Response (ADA)		Regular	Reduced
	Local	$3.50	N/A
	Express	$6.00	N/A
	Regional	$8.00	N/A

Source: RTD, 2008

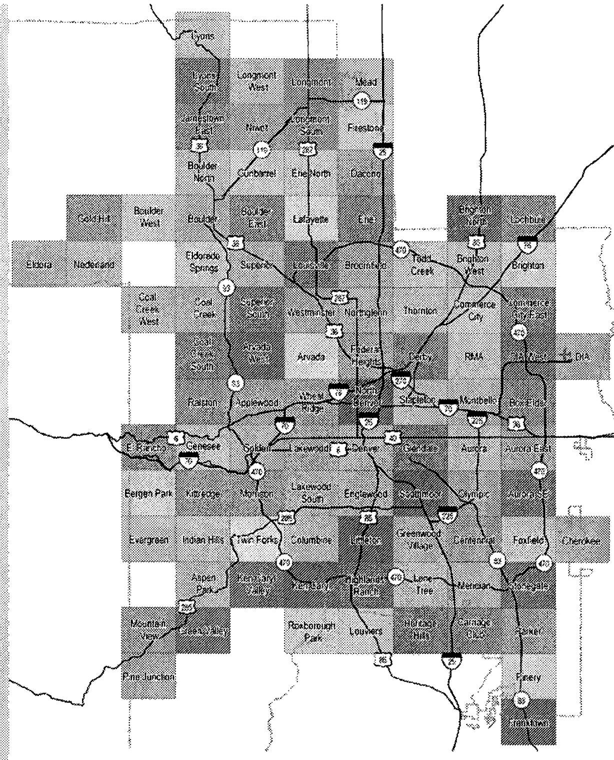
Service Characteristics
Capital

RTD FASTRACKS

- Bus
  - No. of Vehicles: 1,179
  - No. of directional guideway miles: 50.7
- Light Rail
  - No. of Vehicles: 83
  - No. of directional guideway miles: 70
- Demand Response (ADA & 20 “call-n-Ride” services)
  - No. of Vehicles: 377
- Vanpool Service
  - No. of Vehicles: 156

Source: 2006 National Transit Database

System Map



Source: RTD, 2008

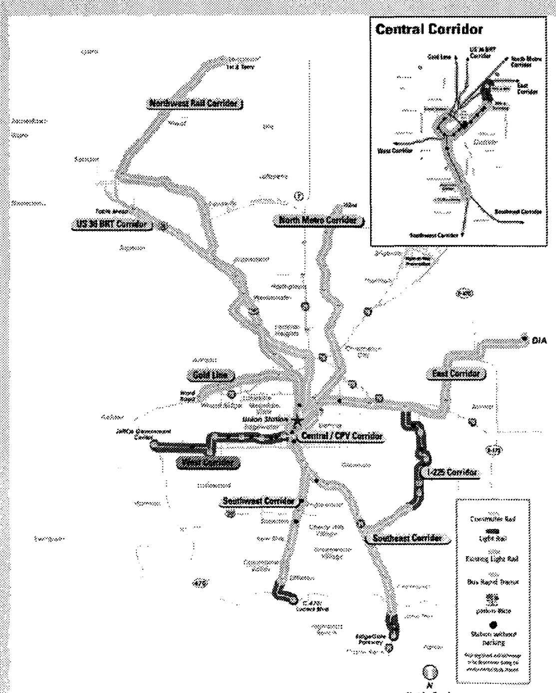
Regional Transit Coordination

- 1970s – Today: MPO identification of priority transit corridors in RTP with RTD input and coordination
- 1995 – 2001: RTD, MPO and CDOT cooperatively conducted Major Investment Studies in 7 priority corridors and identified transit and highway improvements
- 2000 – 2006: T-REX project; CDOT & RTD jointly managed $1.7 billion highway and light rail (19 miles) expansion project
- 2004: RTD FasTracks transit expansion initiative, gained support from all mayors in the region; most elected officials; business and development community

Funding Sources

- Local Sales Tax
  - 1 percent total sales tax (0.6% base; 0.4% FasTracks)
  - FasTracks Initiative
    - Passed in 2004
    - Local sales tax funding for the $6.1 billion program to expand light rail and commuter rail (122 miles)
    - New Funding for Bus Rapid Transit service
    - 80 percent increase in parking capacity at park-and-ride facilities
- Federal Funds
  - Formula Funds
  - New Starts Funds
    - $525 million for T-REX light rail – opened 2006
    - $308 million for West Corridor light rail (pending Full Funding Grant Agreement)
    - $1.03 billion for East and Gold Lines Public-Private Partnership (just entering New Starts Funding Process)

Future Expansion (FasTracks)



Source: RTD, 2008

- West Corridor (2013)
  - 12.1 miles of LRT
- East Corridor (2015)
  - 23.6 miles of CRT
- NW Rail Corridor (2015)
  - 41 miles of CRT
- Central Corridor (2015)
  - 0.8 miles of LRT
- I-225 Corridor (2015)
  - 10.5 miles of LRT
- North Metro Corridor (2015)
  - 18 miles of CRT
- Gold Line (2015)
  - 11.2 miles of CRT
- SE Corridor (2016)
  - 2.3 miles of LRT
- SW Corridor (2016)
  - 2.5 miles of LRT
- US 36 (2016)
  - 18 miles of BRT

Significant Accomplishments

FASTRACKS

- Opened 4 light rail (LRT) Corridors on time and budget; with ridership exceeding projections each time:
  - 1994 – Central Corridor, 5.3 miles, $116.5 million
  - 2000 – SW Corridor, 8.7 miles, $177.7 million
  - 2002 – Central Platte Valley, 1.8 miles, $47.8 million
  - 2006 – SE Corridor, 19 miles, $879 million
- 2004 – Development and Passage of FasTracks Ballot (sales tax) initiative for funding of $6.1 billion regional rapid transit system expansion
- Consistently strong growth in ridership and strong service reliability (on time performance: LRT 99.9%; ADA 96%; Local bus 88%; Express/Regional bus 92%)

Sustainability Goals and Policies

FASTRACKS

Board Adopted Policy and Goals in October 2006

- Objectives
  - Improve environment (energy efficiency, air/water quality, alternative fuels, recycling, etc.)
  - Provide greater travel choices and accessibility
  - Promote livable cities and communities
- Recognition that transit, by its nature, is a cornerstone of a community's sustainable development and good environmental policy
- Two Sustainability Committees formed (internal and external)
- Implementation still in relatively early stages (examples):
  - 36 hybrid/CNG-electric buses in operation; alternative fuels demonstration projects
  - Design compliance with LEED standards as recognized goal
  - Recycling wash water, motor oil, fluids, tires, etc.

Why Regional Transit System?

RTD FASTRACKS

- Benefits shared throughout Region
- Travel demand patterns cross jurisdictional boundaries, driving the need for regional service
- Business and political community recognize economic opportunities of multi-modal transit system
- Assures efficient (cost-effective) allocation of funds and supports prioritization of investments
- Region speaks with one voice in pursuit of Federal dollars for agreed-upon regional transit priorities

Utah Transit Authority

Salt Lake City, Utah

The Utah Transportation Authority, known as UTA, is the regional transit agency of the Salt Lake City, Utah metropolitan area. UTA was founded in 1970 when the cities of Sandy, Salt Lake, and Murray voted to approve the creation of a transit district. Today UTA provides commuter rail, light rail, fixed route bus, demand response, and vanpool service for the Salt Lake City region. In April 2008, UTA's Commuter Rail line called Frontrunner began operation

Consisting of 6 counties, UTA is governed by a city/county appointed 16-member Board of Trustees. The number of board appointments varies based on population. Those counties vote to approve a local option sales tax to fund UTA operations and maintenance.

UTA Members

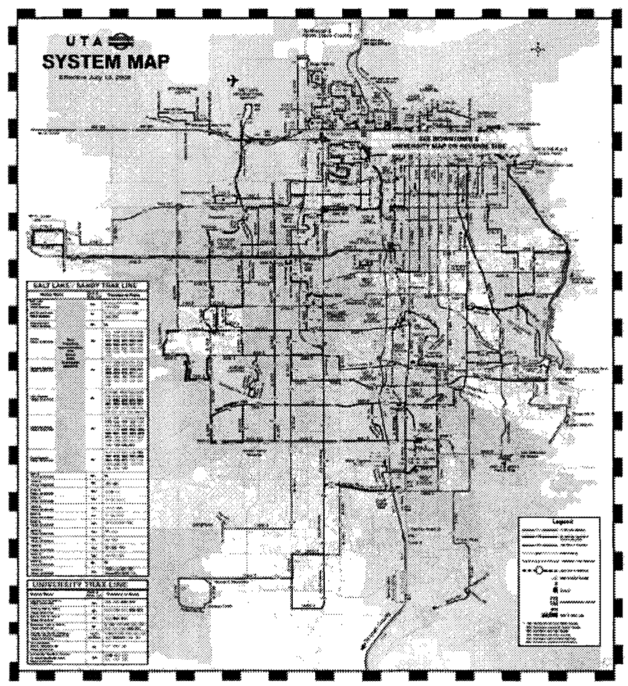
Davis County	Box Elder County
Tooele County	Salt Lake County
Utah County	Weber County

REGIONAL CHARARCTERISTICS

Population:	945,000
Land Area:	231 sq mi

REGIONAL MODES

- Light Rail
- Commuter Rail
- Local/Express Bus
- Demand Response
- Vanpool



Source: UTA, 2008

UTA Mission

Utah Transit Authority strengthens and connects communities enabling individuals to pursue a fuller life with greater ease and convenience by leading through partnering, planning, and wise investment of physical, economic, and human resources.

UTA

HOURS OF OPERATION

Local Bus – 6am-12am (M-F) / 7am-12am (Sat) / 9am- 6pm (Sun)
Light Rail – 5:30am-11pm (M-Th) / 5:30am-1am (F&Sat) / 9:30am-9:30pm (Sun)
Commuter Rail – 5am-11:30pm (M-F) / 7am-11pm (Sat) / No Service (Sun)

FUNDING

Funding for transit operations in Salt Lake City stems from a variety of sources including, local sales tax, federal funding, motor vehicle sales tax, and rental car tax. In 2000, an approved sales tax was allocated exclusively to fund commuter rail and expanded light rail service in the Salt Lake City region. Voters also secured funding for future transit expansion through the passing of Proposition 3, a one-quarter-cent sales tax, in 2006.

UTA FUNDING SOURCES

Sales Tax – **42 percent**
- 0.48 Utah (District Wide Increase)
- 0.55 Box Elder, Davis, Weber Counties
- 0.68375 Salt Lake County
- 0.5260 Utah County
- 0.30 Toole Area

Federal Funds – **46 percent**
Fare Box – **10 percent**
Other – **2 percent**

SUSTAINABILITY GOALS/POLICIES

- Every Resident along the Wastach Front within one mile of a major transit stop by 2030
- Dedicated to promoting transit oriented development
- Only transit agency both ISO 9001 and 14001 certified
- Assist in developing a statewide air quality policy

ACCOMPLISHMENTS

- Transportation provider for 2002 Winter Olympic Games
- Purchased more than 175 miles from Union Pacific Railroad in 2002
- Rail Transit has been embraced by the community
- Created innovative project management solutions that allowed projects to be completed ahead of schedule and under budget

FRONTLINES 2015

- Mid-Jordan – 10.1-miles of LRT opening in 2012
- Frontrunner South – 44-miles of CRT opening in 2013
- West Valley – 5-miles of LRT opening in 2013
- Draper – 4.9-miles of LRT opening in 2014
- Airport – 6-miles of LRT opening in 2015

FUTURE EXPANSION

Bus Rapid Transit

- Mountain View Corridor
- Utah County
- 3500 South

Commuter Rail

- Payson Extension
- Brigham City Extension

Diesel Multi Unit (DMU)

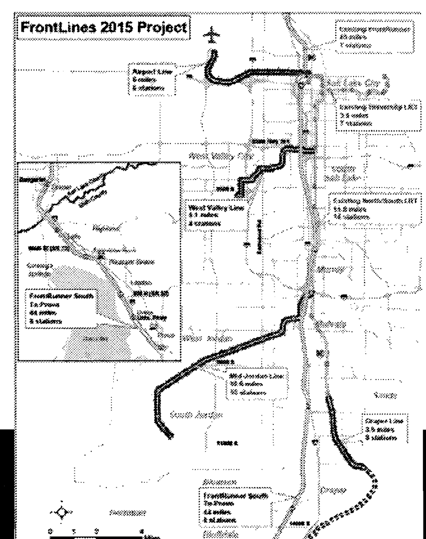
- Brigham City

Street Car

- South Davis
- Sugar House
- Ogden

Transit Studies

- Taylorsville/Murray
- 9400 South
- Westside Transit



Source: UTA, 2008

MARICOPA ASSOCIATION OF GOVERMENTS

Regional Transit Framework Study

Utah Transit Authority

Salt Lake City, Utah

Peer Region Presentation

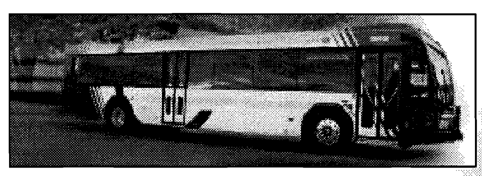
November 19, 2008

UTA FRONT LINES 2015

Building 70 miles of rail in 7 years

Service Characteristics Operations

- Service Area
  - 1,400 square miles
  - Serves more than 80 percent of state's population
- Services Operated – Avg. Weekday Ridership
  - Local/Express Bus – 88,827
  - Light Rail – 51,849
  - Commuter Rail – 8,250
  - Paratransit – 1,093
  - Vanpool Service – 6,471



- Hours of Service
  - Local Bus: 5am-12am (M-F) / 7am-12am (Sat) / 9am-6pm (Sun)
  - Light Rail: 5am-12am (M-Th) / 5am-1am (F-Sat) / 9:30am-9:30pm (Sun)
  - Commuter Rail: 5am-11:30pm (M-F) / 7am-11pm (Sat) / No Service (Sun)

UTA FRONT LINES 2015

Building 70 miles of rail in 7 years

Service Characteristics
Fares

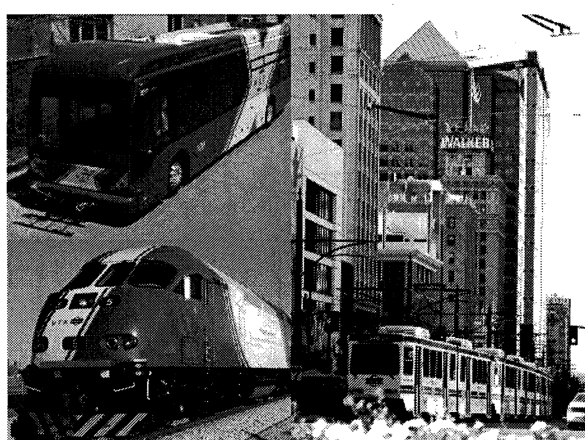
Mode	Type	One-Way Fare
Bus Light Rail	Regular Premium Reduced	\$2.25 \$5.00 \$1.10
Commuter Rail	Regular Premium Reduced	\$3.50-\$6.50* \$5.00 \$1.75-\$3.25*
Paratransit	\$2.75	

Source: UTA, 2008
*Commuter Rail fares are based on distance

UTA FRONT LINES 2015
Building 70 miles of rail in 7 years

Service Characteristics
Capital

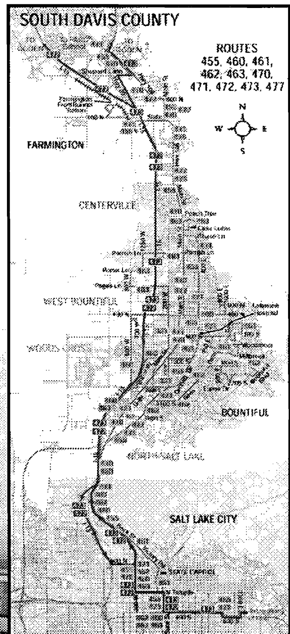
- Bus
  - No. of Vehicles: 550
  - No. of miles: 69,725 total miles
- Light Rail
  - No. of Vehicles: 69 + 77 on order for new lines
  - No. of miles: 20
- Commuter Rail*
  - No. of Vehicles: 25 + 18 on order for new line
  - No. of miles:44
- Paratransit
  - No. of Vehicles: 102
- Vanpool Service
  - No. of Vehicles: 575

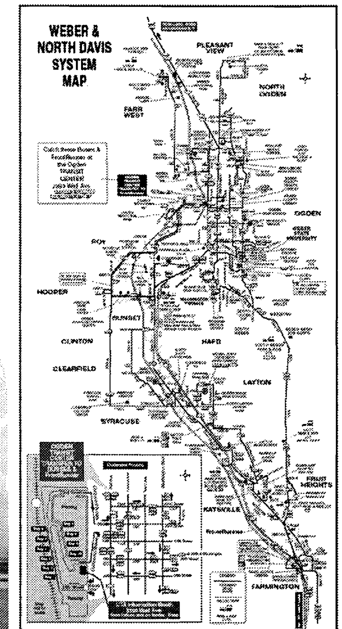


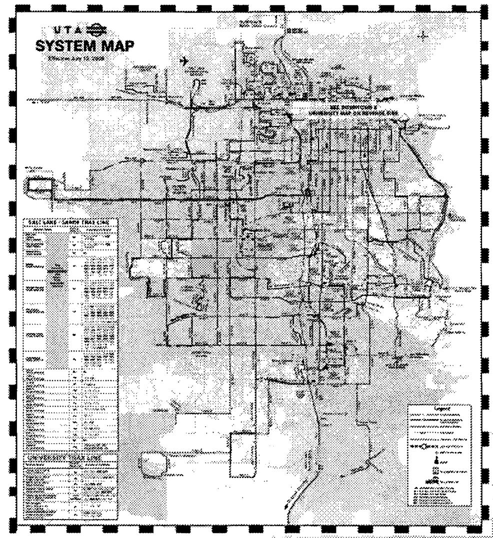
Source: 2006 National Transit Database
*Note: Information from UTA Website

UTA FRONT LINES 2015
Building 70 miles of rail in 7 years

System Maps

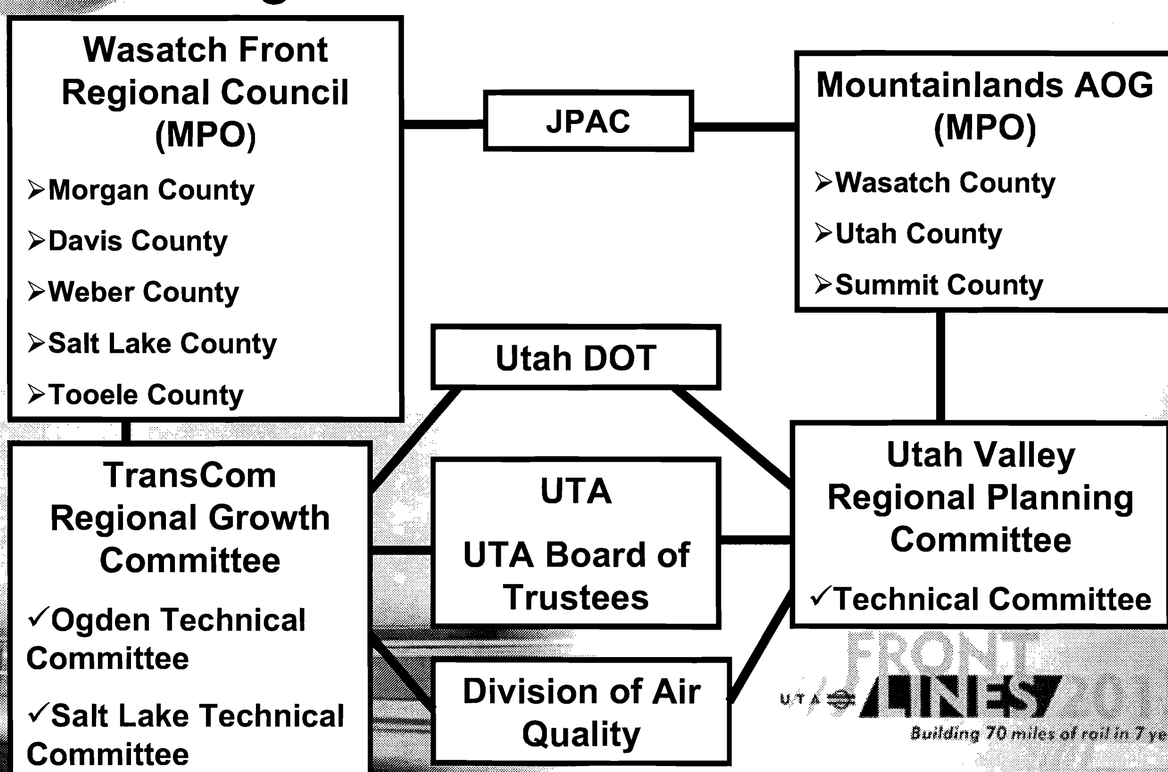






FRONT LINES 2015
Building 70 miles of rail in 7 years

Regional Transit Coordination



FRONT LINES 2015
Building 70 miles of rail in 7 years

Funding Sources

- Sales Tax – 42 percent
  - 0.48 Utah (District wide increase)
  - 0.55 Box Elder, Davis, & Weber Counties
  - 0.68375 Salt Lake County
  - 0.5260 Utah County
  - 0.30 Tooele area
- Federal Funds – 46 percent (Cap and Maint)
- Fare Box – 10 percent
- Other – 2 percent

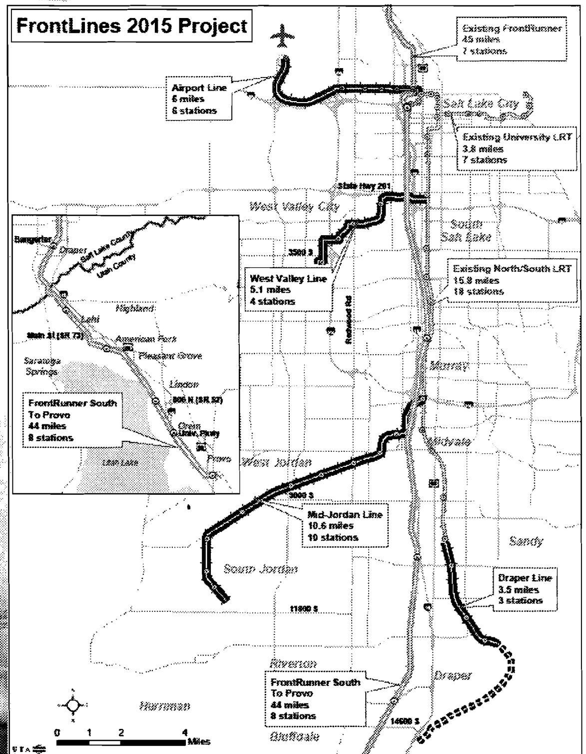
UTA FRONTLINES 2015
Building 70 miles of rail in 7 years

Future Expansion: FrontLines 2015

- UTA's largest project in its history
- Building 70 miles of rail in 7 years
- One $2.8 billion project that includes five lines
- 115 Pound Rail
  - 9,126 tons
  - 997,878 feet
  - 189 miles
- 195,738 Concrete Ties
- 350,000 Daily Passengers

UTA FRONTLINES 2015
Building 70 miles of rail in 7 years

FrontLines 2015

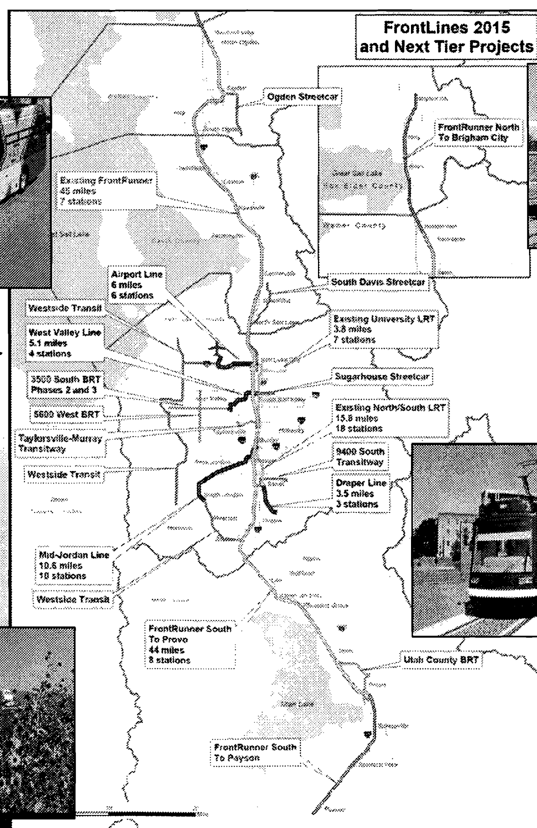


One Project / Five Lines:

- Mid-Jordan TRAX (2012)
  - 10.1 miles of LRT
- FrontRunner South (2013)
  - 44 miles of CRT
- West Valley TRAX (2013)
  - 5 miles of LRT
- Draper TRAX (2014)
  - 3 miles of LRT
- Airport TRAX (2015)
  - 6 miles of LRT

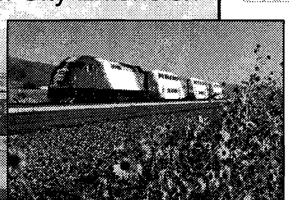
FRONTLINES 2015
Building 70 miles of rail in 7 years

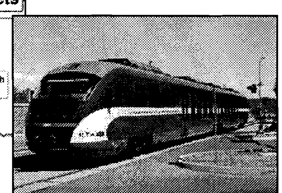
Future Expansion



Bus Rapid Transit
- Mountain View Corridor
- Utah County
- 3500 South

Commuter Rail
- Payson Extension
- Brigham City Extension





Diesel Multi Unit (DMU)
- Brigham City

Streetcar
- South Davis
- Sugar House
- Ogden

Transit Studies
- Taylorsville/Murray
- 9400 South
- Westside Transit

Significant Accomplishment

- 2002 Winter Olympic Games
- Purchased more than 175 miles from UP in 2002
- Rail transit embraced by community
- Innovative project management solutions
  - Projects ahead of schedule and under budget

UTA FRONTLINES 2015
Building 70 miles of rail in 7 years

Sustainability Goals and Policies

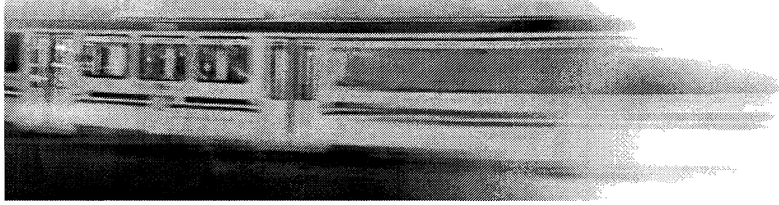
- Every resident along the Wasatch Front within **one mile** of a major transit stop by 2030
- Dedicated to promoting transit oriented developments
- Only transit agency both ISO 9001 and 14001 certified
- Assist in developing a statewide air quality policy

UTA FRONTLINES 2015
Building 70 miles of rail in 7 years

Why Regional Transit System?

UTA Mission:

"Utah Transit Authority strengthens and connects communities enabling individuals to pursue a fuller life with greater ease and convenience by leading through partnering, planning, and wise investment of physical, economic, and human resources."



UTA FRONT LINES 2015

Building 70 miles of rail in 7 years

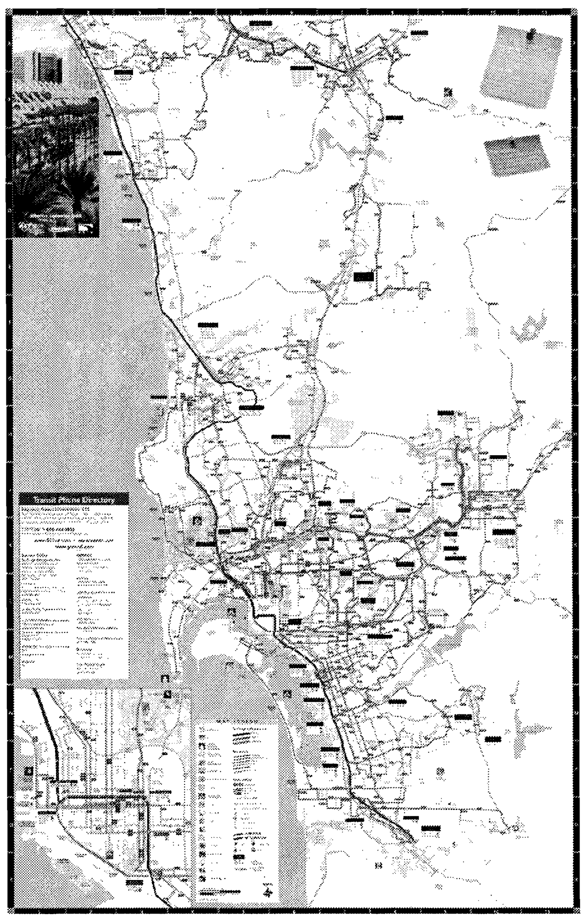
San Diego Metropolitan Transit System
San Diego, California

San Diego Metropolitan Transit System, known as MTS, is the regional transit agency for the San Diego, California metropolitan area. The Metropolitan Transit Development Board (MTDB) was established in 1975 by the approval of California Senate Bill 101. In 2005, MTDB changed its name to the Metropolitan Transit System (MTS). Today MTS provides service to more than 70 percent of San Diego County and is responsible for determining routing, stops, frequency of service and hours of operation for all transit service. MTS transit service consists of nearly 100 express and local bus routes, three trolley or LRT routes, and demand response service. The San Diego Coast Express Rail is regional commuter rail service operated by the San Diego Northern Railway.

Consisting of 10 cities and parts of 2 counties, MTS is directed by a 15 member board.

MEMBER CITIES

San Diego	Chula Vista	Coronado
El Cajon	La Mesa	Imperial Beach
Poway	Lemon Grove	Santee
National City		



Source: SDMTS, 2008

REGIONAL CHARARCTERISTICS

Population: 2,722,000
Land Area: 782 sq mi

REGIONAL MODES

- Local/Express Bus
- Light Rail
- Commuter Rail*
- Demand Response
- Vanpool Service*

*Operated by other transit agency

HOURS OF OPERATION

Weekday / Weekend
Local Bus: 4:30am – 2:30am / 5:00am – 1:30am
Light Rail: 4:00am – 2:00am / 4:30 – 1:00am
Commuter Rail: 5:20am – 8:00pm / 8:30am – 7:40pm
Demand Response: 4:30am – 2:30am / 5:00am – 1:30 am

FUNDING

TransNet, a 20-year local sales tax initiative, was approved by San Diego County voters in 1988 and allocates one-third of the total revenue of a one-half-cent sales tax toward public transit projects. A 40-year extension of TransNet was approved by voters in 2004 that included a series of Early Action Projects aimed at expanding highways, adding lanes to support BRT, and expanding the light rail and commuter rail systems. Voters also recently passed a series of propositions in support of transit including a gasoline and local sales tax in 2006.

FUTURE EXPANSION

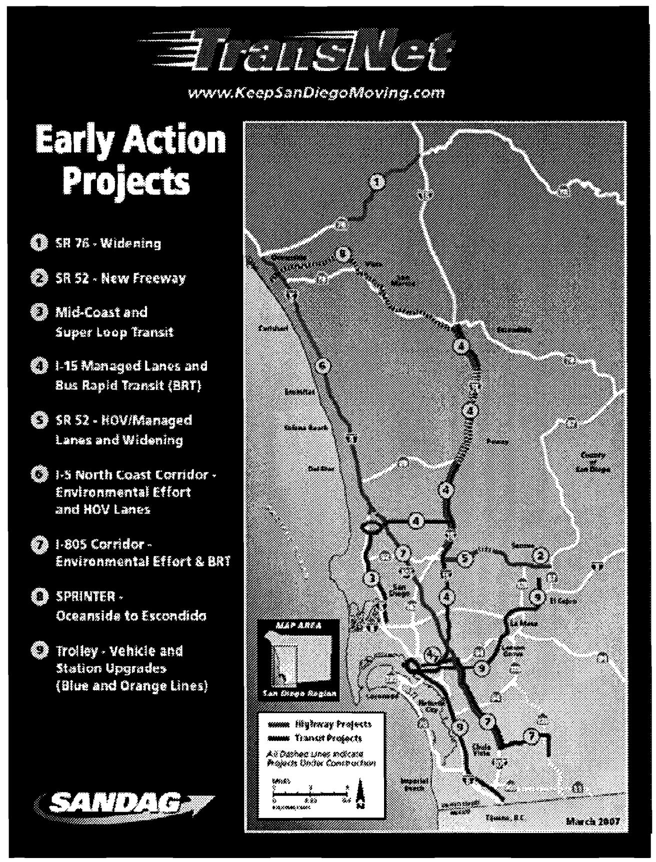
- Super Loop – 7.5-miles of BRT opening in 2008
- Mid City Rapid Bus – 10-miles of BRT opening in 2011
- I-15 BRT – 20-miles of BRT opening in 2012
- Mid-Coast Ext. – 11-miles of LRT opening in 2014
- South Bay BRT – TBD BRT opening in 2015

SUSTAINABILITY GOALS/POLICIES

- The local sales tax, TransNet, provides capital and operation funding
- MTS balances its operating budget each year with recurring revenues
- MTS continues to fund ongoing maintenance programs while maintaining a healthy reserve

ACCOMPLISHMENTS

- Carried 90.6 million passengers in FY 08
- 38.7% System-Wide farebox recocery ratio FY 08
- Improved all systems productivity indicators
- Reorganized 5 separate operations into 1 agency (MTS)
- Opened new 5.9 mile Light Rail segment
- Conducted and implemented a Comprehensive Operations Analysis, moving toward a market driven system
- Reduced average age of bus fleet from 9.6 to 6.7 years
- 70% of bus fleet is compressed natural gas powered



Source: SDMTS, 2008

MARICOPA ASSOCIATION OF GOVERMENTS

Regional Transit Framework Study

San Diego Metropolitan Transit System: Transit in the San Diego Region

San Diego, California

Peer Region Presentation

November 19, 2008

Service Characteristics

Operations~

SERVICE OPERATED	SPAN OF SERVICE
Local/Express Bus Light Rail Commuter Rail* Demand Response Vanpool Service** *Operated by NCTD transit agency ** Operated by SANDAG	Weekday / Weekend Local Bus 4:30a-2:30a /5:00am-1:30am Light Rail 4:00am-2:00am/4:30am-1:00am Commuter Rail 5:20am-8:00pm/8:30am-7:40pm Demand Response 4:30a-2:30a /5:00am-1:30am

Service Characteristics

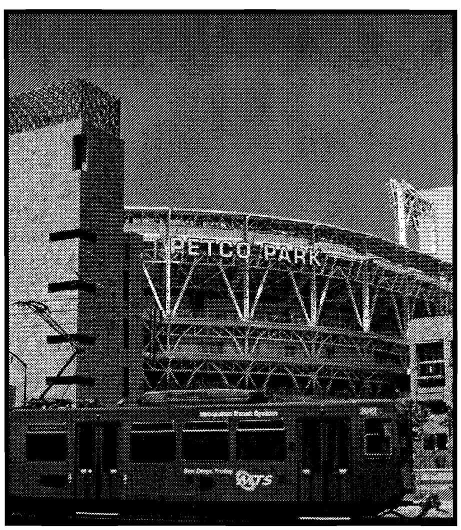
Fares~

Mode	*Type*	*One-Way Fare*	
Bus	Shuttle	$1.00	
	Local	$2.00	
	Urban	$2.25	
	Express	$2.50	
	Premium	$5.00	
	Rural	$5.00 - $10.00	
	Reduced	$5.00	
Light Rail		***Regular***	***Reduced***
	In Downtown	$1.25	$.60
	One-Way	$2.50	$1.25
Commuter Rail		***Regular***	***Reduced***
	1 Zone	$4.00	$2.00
	2 Zones	$4.50	$2.25
	3 Zones	$5.00	$2.50
	4 Zones	$5.50	$2.75
Demand Response	Zone 1	$4.50	
	Zone 2-4	$3.50	

Source: San Diego Metropolitan Transit System, 2008

Service Characteristics

Capital~



- BUS
  - No. of Vehicles: 723
  - No. of directional guideway miles: 16.6
- LIGHT RAIL
  - No. of Vehicles: 134
  - No. of directional guideway miles: 102.6
- COMMUTER RAIL
  - No. of Vehicles: 35
  - No. of directional guideway miles: 82.2
- DEMAND RESPONSE
  - No. of Vehicles: 182
- VANPOOL
  - No. of Vehicles: 511

Source: 2006 National Transit Database
Note: Modes aggregated from SDMTS, NCTD, San Diego Trolley Inc, SANDAG, and MCS

Regional Transit Coordination

- Two transit operators: Metropolitan Transit System (MTS) and North County Transit District (NCTD)
- San Diego Association of Governments (SANDAG)
- California Department of Transportation (Caltrans)
- General Services Administration (GSA)
- County of San Diego
- San Diego Port Authority
- Cities: 10 cities served by MTS, 8 cities served by NCTD
  - MTS jurisdiction: San Diego, El Cajon, Poway, National City, Chula Vista, La Mesa, Lemon Grove, Coronado, Imperial Beach, and Santee
  - NCTD jurisdiction: Escondido, San Marcos, Vista, Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar

Consolidation of Regional Transit Planning

- California State Senate Bill 1703 (2002)
  - Merged transit planning, financial programming, project development and construction functions into SANDAG
  - MTS and NCTD retained positions as operators of public transportation
    - Separate Boards of Directors
    - Separate business identities
    - Separate governing Ordinances
    - Retain service operations planning and scheduling
    - Federal designated grantees for transit funding
- SANDAG administers the *Trans Net* program

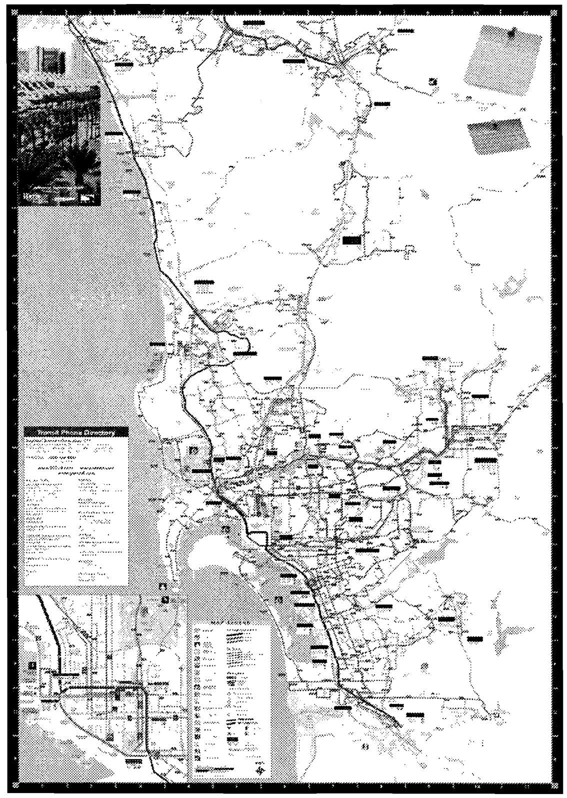
Regional Characteristics

Population: 2.7 Million

Land Area: 3,240 sq mi

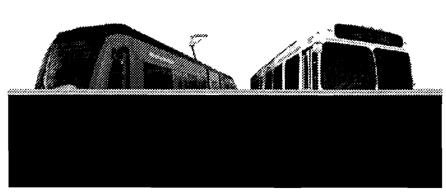
MTS Area: 10 Cities and parts of unincorporated County of San Diego

NCTD Area: 8 Cities and parts of Unincorporated County



Funding Sources

- Federal Transit Administration funding
- State Transit Assistance (gas tax)
- Transportation Development Act
  - 0.25-Percent or ¼ of one cent.
- *TransNet*
  - 1/3 of a ½-cent local sales tax toward public transit projects, through 2049
- 2006: voter-approved transit infrastructure funding

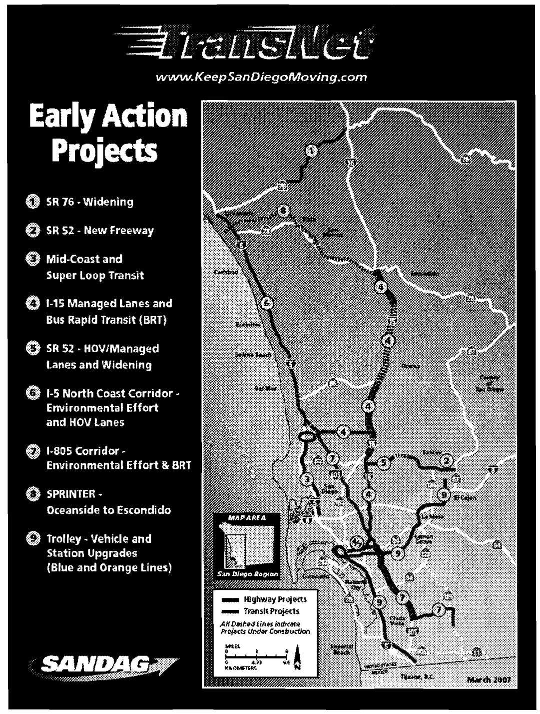


Future System Expansion

TransNet~

- Super Loop (2008)
  - 7.5 miles of BRT
- Mid City Rapid Bus (2011)
  - 10 miles of BRT
- I-15 BRT (2012)
  - 20 miles of BRT
- Mid-Coast Extension (2014)
  - 11 miles of LRT
- South Bay BRT (2015)
  - 25 Miles of BRT

Source: SANDAG, 2008



MTS Significant Accomplishments

- Carried 90.6 Million Passengers (FY 08)
- 38.7% System-wide Farebox Recovery Ratio (FY 08)
- Improved all system productivity indicators
- Reorganized 5 separate operations into 1 agency (MTS)
- Opened new 5.9 mile Light Rail segment, Mission Valley East
- Conducted and implemented a Comprehensive Operations Analysis, moving toward a market driven system
- Reduced average age of bus fleet from 9.6 years to 6.7 years
- 70% of bus fleet is CNG powered

Sustainability Goals and Policies

- The local sales tax, TransNet, provides capital and operations funding.
- MTS balances its operating budget each year with recurring revenues.
- MTS continues to fund ongoing maintenance programs while maintaining a healthy reserve.

Sound Transit

Seattle, Washington

The Central Puget Sound Regional Transit Authority, known as Sound Transit, is the regional transit agency of the Seattle, Washington metropolitan area. Sound Transit was created in the early 1990's with authorization from the Washington State legislature to form single transit agency that would be responsible for planning, building and operating a high capacity transit system for the greater Seattle region. A variety of service is provided throughout the region, including fixed route bus, demand response, vanpool, light rail, commuter rail and ferryboats.

Governed by an 18-member Board of Directors, Sound Transit's service spans across three counties and includes close to half the state's population.

SOUND TRANSIT MEMBERS

King County
Pierce County
Snohomish County

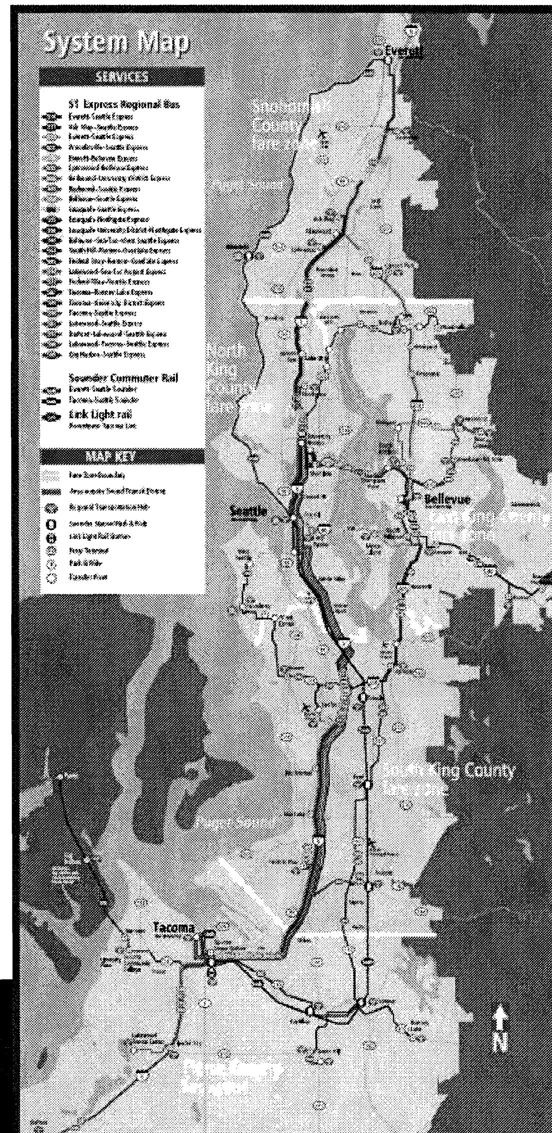
REGIONAL CHARARCTERISTICS

Population: 2,875,000
Land Area: 954 sq mi

REGIONAL MODES

- Commuter Rail
- Vanpool*
- Monorail*
- Light Rail
- Ferryboat*
- Local/Express Bus
- Demand Response*

*Operated by other transit agency



Source: ST, 2008

HOURS OF OPERATION

Express/Bus – 5:00am – 12:30am / 6:00am – 12:00am
Light Rail – 5:30am–10pm (M-F) / 8am–10pm (Sat) / 10am–6pm (Sun)
*Commuter Rail – 5am – 7:45pm
*No Weekend Service

FUNDING

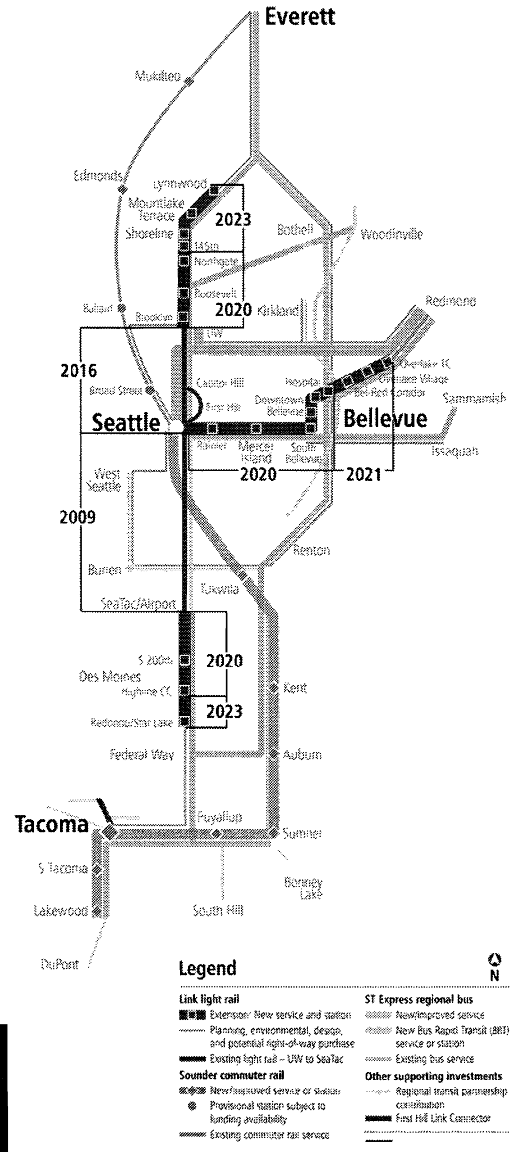
Local sales tax provides the largest source of revenue for transit operations in the Seattle region. In 2006, voters approved Sound Move, a $3.9 billion initiative aimed at expanding the existing HOV system, creating an 81-mile commuter rail system, and creating a 25-mile light rail system. A new plan, Sound Transit 2, will be presented to voters in November 2008.

FUTURE EXPANSION

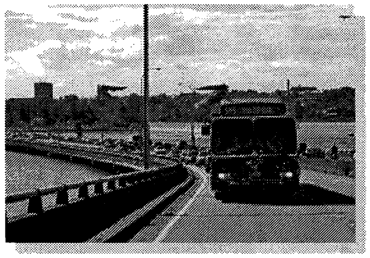
- North Ext. Phase 1 – 3.2-miles of LRT opening in 2016
- North Ext. Phase 2 – 4.3-miles of LRT opening in 2020
- South Ext. Phase 1 – 2.0-miles of LRT opening in 2020
- East Ext. Phase 1 – 6.9-miles of LRT opening in 2020
- East Ext. Phase 2 – 3.5-miles of LRT opening in 2021
- North Ext. Phase 3 – TBD LRT opening in 2023
- South Ext. Phase 3 – TBD LRT opening in 2023
- Increase transit ridership across the region by 65%
- Eliminate between 99,550 and 178,330 metric tons of carbon dioxide equivalent GHG emissions each year
- Saves average person throughout the region $155 per year
- Creates 66,000 jobs across the regional economy during construction
- Creates 48,000 permanent jobs across the economy once the system opens
- Increases transit commute trips to regional destinations from 25% to 65%
- Provides easy access to rail system for 70% of regions residents and 85% of jobs in the district
- Extends rail to 50% of designated "Regional Centers"

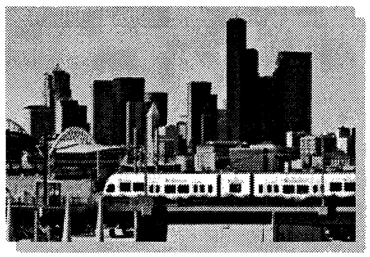
MEASURES OF SUCCESS

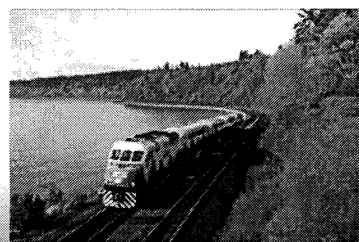
- High quality projects are completed on time and within budget
- Services are well used with high customer satisfaction
- Checks and balances ensure accountability to the community
- Projects are developed with the help of meaningful community involvement and participation
- Projects include innovative design and operating features that benefit customers and attract new riders
- Partnerships leverage Sound Transit's investments and/or reduce project costs



Source: ST, 2008







MARICOPA ASSOCIATION OF GOVERMENTS

Regional Transit Framework Study

Sound Transit

Seattle, Washington

Peer Region Presentation

November 19, 2008

SOUNDTRANSIT
RIDE THE WAVE

Service Characteristics
Operations

- Services Operated
  - Local*/Express Bus
  - Light Rail
  - Commuter Rail
  - Monorail*
  - Ferryboat*
  - Demand Response*
  - Vanpool Service*
- Hours of Service
  - Weekday / Weekday:
    - Express Bus: 5am to 12:30am (approx.) / 6am to 12am (approx.)
    - Light Rail: 5:30am to 10:30pm / 8am to 10pm (Sat) / 10am to 6pm (Sun)
    - Commuter Rail – Seattle to/from:
      - Everett: 6 AM & 6 PM Trips / No Service
      - Tacoma: 8 AM & 8 PM Trips / No Service

*Operated by other transit agency

SOUNDTRANSIT
RIDE THE WAVE

Service Characteristics
Fares

Mode	Type	One-Way Fare	
Local Bus (King County Metro)		Off-Peak	Peak
	Youth	$0.50	$0.50
	1 Zone	$1.50	$1.75
	2 Zones	$1.50	$2.25
	Reduced	$0.25	$0.50
Demand Response	$0.75		
Monorail	Youth	$1.50	
	Adult	$4.00	
	Reduced	$2.00	
Ferryboat	Youth	$2.60-$16.00	
	Adult	$1.30-$8.00	
	Reduced	$2.10-$12.80	
Commuter Rail	Youth	$2.00-$3.50	
	Adult	$2.75-$4.75	
	Reduced	$1.25-$2.25	
Light Rail	Free		

Source: King County Metro Transit, 2008; Washington State Department of Transportation, 2008; Sound Transit, 2008.

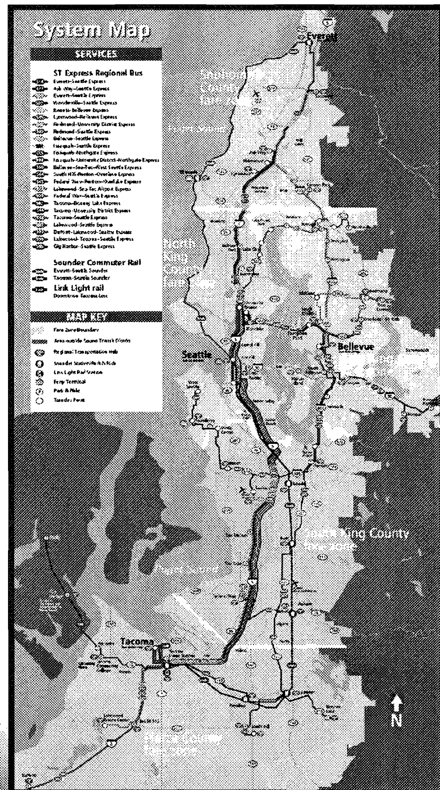
SOUNDTRANSIT
RIDE THE WAVE

Service Characteristics
Capital

- Bus
  - No. of Vehicles: 228
  - No. direction guideway miles: 224.0
- Light Rail
  - No. of Vehicles: 3
  - No. of direction guideway miles: 3.6
- Commuter Rail
  - No. of Vehicles: 69
  - No. of directional guideway miles: 146.9

SOUNDTRANSIT
RIDE THE WAVE

System Map



Source: Sound Transit, 2008

SOUNDTRANSIT
RIDE THE WAVE

Funding Sources

- Local Sales Tax – King County
  - 0.8 percent
- Sound Move
  - $3.9 billion initiative
  - Local Sales – Regional
    - 0.4 percent
  - MVET Tax – Regional
    - 0.3 percent
- Sound Transit 2 Plan
  - $17.8 billion initiative
  - 0.5 percent increase in sales tax
    - In addition to Sound Move taxes

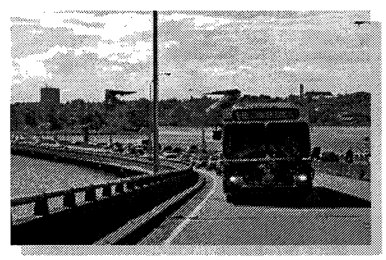
SOUNDTRANSIT
RIDE THE WAVE

Future Transit: Sound Transit 2 Plan

- 20-year plan
- Responds to public demand for improvements today and in the future
- Adds 100,000 hours of ST Express bus service right away (17% more than today)
- Increase Sound capacity from Lakewood to Seattle by 65% within first few years
- Adds 36 miles of light rail to the region
- Considers alternative modes in how people access the system
- Funds ongoing improvements to the system as communities begin to form around the transit investments
- Leverages investments by others to maximize the reach and impact of Sound Transit investments

Sound Transit 2
Regional Transit System Plan Map

Sound Transit 2 Plan: ST Express Regional Bus

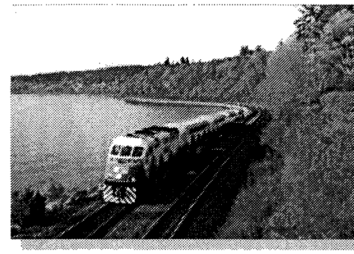


	Snohomish	East King	South King	Pierce	Total
2008 Base Hours (approx)	93,000	295,000	72,000	148,000	607,000
Remaining Sound Move Hours (programmed by 2011)	4,000	6,000	3,000	23,000	36,000
New ST2 Hours (programmed in 2009)	29,000	49,000	7,000	15,000	100,000
Total Hours (ST2 + SM)	126,000	350,000	82,000	186,000	743,000
Overall Increase above 2008	35%	19%	14%	26%	22%
Increase Attributed to ST2	31%	17%	10%	10%	17%

Note: Numbers may not add due to rounding.

SOUNDTRANSIT
RIDE THE WAVE

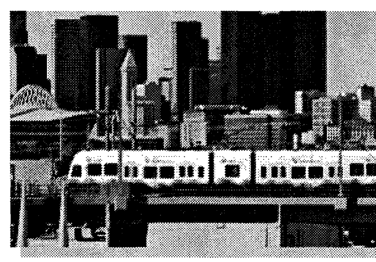
Sound Transit 2 Plan: Commuter Rail



- Lakewood to Seattle Line:
  - Station expansion and access improvements in Lakewood, South Tacoma, Tacoma Dome, Puyallup, Sumner, Auburn and Kent
  - Build a permanent station in Tukwila
  - Extend station platforms and train lengths to 8 cars
  - Increase the number of round trip trains by 4, up from 9 under Sound Move
- Everett to Seattle
  - Build a permanent station in Edmonds
  - Expand access opportunities in Mukilteo
  - Potentially add new stations in Ballard and just north of downtown Seattle if money is available
- Fleet, yard and shops, other track and systems improvements

SOUNDTRANSIT
RIDE THE WAVE

Sound Transit 2 Plan: Light Rail Link



- Adds 36 miles of light rail to the 19 miles funded by Sound Move that opens to the airport in 2009 and to UW in 2016
  - North from the UW to Northgate, Shoreline, Mountlake Terrace and Lynnwood (at least 7 stations, 12.5 miles)
  - East from downtown Seattle to Mercer Island, Bellevue and Redmond's Overlake Transit Center (at least 9 stations, 14.5 miles)
  - South from Sea-Tac Airport to Redondo/Star Lake near Federal Way (at least 3 stations, 6.8 miles)
  - Streetcar connector serving Seattle's International District, First Hill and Capitol Hill (approximately 13 stops, 2.2 miles)
- Fleet and yard expansions to exiting facility

SOUNDTRANSIT
RIDE THE WAVE

Sound Transit 2 Plan: Summary

- Increases transit ridership across the region by 65%
- Eliminates between 99,550 and 178,330 metric tons of CO_2 equivalent GHG emissions each year
- Saves average person in the region $155 per year
- Creates 66,000 jobs across the regional economy during construction
- Creates 48,000 permanent jobs across the economy once the system opens
- Increases transit commute trips to regional destinations by 25% to 65%
- Provides easy access to the rail system for 70% of regions residents and 85% of jobs in the district
- Extends rail to 50% of designated "Regional Centers"

SOUNDTRANSIT
RIDE THE WAVE

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

October 15, 2008
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Steven Berman, Gilbert, Chair
Mayor Marie Lopez Rogers, Avondale, Vice Chair
Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa Indian Community
*Councilmember Maria Baier, Phoenix
#Vice Mayor Gail Barney, Queen Creek
Stephen Beard, SR Beard & Associates
*Dave Berry, Swift Transportation
Jed S. Billings, FNF Construction
Mayor James Cavanaugh, Goodyear
Mayor Boyd Dunn, Chandler
#Mayor Hugh Hallman, Tempe
Eneas Kane, DMB Associates
* Mark Killian, The Killian Companies/ Sunny Mesa, Inc.
Mayor Mary Manross, Scottsdale
David Martin, Citizens Transportation Oversight Committee
Mayor Jackie Meck, Buckeye
David Scholl
Mayor Elaine Scruggs, Glendale
Mayor Scott Smith, Mesa
Mayor Lyn Truitt, Surprise
Supervisor Max W. Wilson, Maricopa County
Felipe Zubia, State Transportation Board

* Not present
\# Participated by telephone conference call
\+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Steven Berman at 4:03 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Berman noted that Vice Mayor Gail Barney, Mayor Hugh Hallman, and Mayor Scott Smith were participating by teleconference.

Chair Berman announced that materials for agenda item #5 were at each place.

Chair Berman noted that transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff.

3. <u>Call to the Audience</u>

Chair Berman stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Berman recognized public comment from Woody Thomas, who noted a *Wall Street Journal* article that transportation funds are plummeting as drivers cut gas costs. He said that he is a member of the South Mountain Corridor Association Team for Loop 202. At their meeting the team was advised that the cost for the corridor could exceed $2 billion, and only $1.2 billion was allocated for it in Proposition 400. Mr. Thomas expressed his concern that as the economy changes, the needs continue and problems are magnified. He noted an article titled, "Transit Jobs are Key to the Future Valley Leaders Say," which appeared in the September 10, 2008, *Arizona Republic*. Mr. Thomas stated that in May, he and Mayor Lopez Rogers attended a meeting where Marty Shultz was moderator. It was stated at the meeting that 70 percent of transportation dollars should go to transit. He commented that as the economy falters and the need to address global warming continues, transit seems to be the answer. Mr. Thomas stated that only $5 million was included in Proposition 400 to study commuter rail. He commented that the T.I.M.E. Coalition says we need to rely on sales tax as a funding source, but with retail sales dropping, he did not feel this was the answer. Mr. Thomas spoke about the pressures exerted by developments, and developers should be the source of paying the costs. Chair Berman thanked Mr. Thomas for his comments.

4. <u>Approval of Consent Agenda</u>

Chair Berman stated that agenda items #4A and #4B were on the consent agenda. He stated that public comment is provided for consent items. He noted that no public comment cards had been received. Supervisor Wilson moved to recommend approval of the consent agenda items #4A and #4B. Councilmember Aames seconded, and the motion carried unanimously.

4A. <u>Approval of the July 16, 2008, Meeting Minutes</u>

The Transportation Policy Committee, by consent, approved the July 16, 2008, meeting minutes.

4B. <u>Project Changes: Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and the FY 2009 Arterial Life Cycle Program</u>

The Transportation Policy Committee, by consent, recommended 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. 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 project changes to the FY 2008-2012 TIP are listed in the attached Table. 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 attachment also explains the ALCP project changes requests by Fountain Hills and Scottsdale to modify regional costs for project work phases. 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 (TRC) recommended approval of project changes in the attached table on September 25, 2008, with the exclusion of three Scottsdale projects (SCT04-009, SCT08-928, and SCT09-924) that MAG was made aware of following the TRC meeting. On October 8, 2008, the Management Committee recommended approval of project changes in the attached table.

5. Transportation Planning Update

Eric Anderson, MAG Transportation Director, provided an update on aspects of Proposition 400 (especially the freeway component), MAG's responsibility to keep the program in balance, the economy, revenue, the impact on bonding, cost inflation, updated program costs, possible options, and next steps.

Mr. Anderson addressed MAG's responsibilities. He said that as part of House Bill 2292 passed in the 2003 legislative session, the Transportation Policy Committee was put in state statute and given specific responsibilities, such as recommending project priorities, schedules for construction, and changes to the Regional Transportation Plan (RTP) to the Regional Council. Mr. Anderson advised that state law requires MAG to issue an annual report on the implementation of Proposition 400, requires that program costs and revenues be in balance for freeways, transit, and arterial streets, and requires that MAG approve material cost changes. Mr. Anderson stated that federal transportation law requires that the RTP and Transportation Improvement Program (TIP) must be financially constrained, and both must pass air quality conformity.

Mr. Anderson noted that the requirement for the annual report has been in state statute since 1992, as was the requirement to keep costs and revenues in balance. He noted that this allows time to rectify issues or take advantage of opportunities. Mr. Anderson stated that the program's current situation is similar to that of the 1980s when revenue was lower and costs were higher, but today, there are 17 years left in the program to deliver what we can with available resources.

Mr. Anderson displayed a chart that showed Proposition 400 sales tax revenues. He said that ADOT researched the sales tax base in Maricopa County back to 1960, and up until the last fiscal year, found it had never declined. Mr. Anderson noted that FY 2008 transportation sales tax revenue collections fell by 3.2 percent, and 11 of the last 12 months have seen negative growth. He reported that revenue in the first two months of FY 2009 decreased – 11.2 percent in July 2008 and about nine percent in August 2008 – with 10.2 percent decline year to date. Mr. Anderson advised that they are tracking these numbers closely because this is a major source of revenue for the Proposition 400 freeway program.

Mr. Anderson displayed a map that showed homes with negative equity in the metro area. He said that 40 percent of the housing bought in the last five years has negative equity. Mr. Anderson noted that housing equity is a component of consumer confidence, and negative equity results in consumers tending to not make major purchases. He stated that this same tendency was seen due to fuel costs, and people changed their spending habits by doing such things as canceling magazine subscriptions, and reducing purchases of luxury items and trips to restaurants, etc.

Mr. Anderson displayed a graph of homes in the Maricopa/Pinal Metropolitan Statistical Area that sold for a loss. He said that in the second quarter of 2008, 52 percent of homes sold were sold at a loss, and 38 percent of homes sold were foreclosures. He noted that the inventory of foreclosures continues to increase as the number of foreclosure notices is still exceeding the number of foreclosed houses sold.

Mr. Anderson displayed a chart of construction taxable sales at the state level and commented that construction activity peaked a couple of years ago and housing peaked in late 2006 and has been in a steep decline since. He then addressed taxable sales on residential and nonresidential (commercial and industrial) construction, by saying that he thought there would be a decline in commercial construction and an increase in retail vacancies. Mr. Anderson commented that the delay in commercial construction could be the result of the difficulties in finding financing. He added that he expected a decline in nonresidential construction in the next 12 months as a result of housing non-equity.

Mr. Anderson stated that in mid-2006, motor vehicle sales statewide totaled $800 million per month and noted that this figure has declined to $500 million per month – almost a 40 percent decrease. He stated that this not only impacts the sales tax collection, it also impacts the vehicle license tax (VLT), which is a part of the Highway User Revenue Fund (HURF) and a source of revenue to cities and towns. Mr. Anderson stated that staff will be monitoring these numbers closely.

Mr. Anderson noted that there has not been a significant decline in home furnishing and building material sales and commented that he felt it would decline even more as the impacts from the housing market are felt.

Mr. Anderson stated that home values in the metro area are down almost 20 percent, with some in Pinal County approaching 30 percent. He commented that this has long-term implications for future spending. Mr. Anderson said that when he participated in an expert panel at ADOT in August 2008, there was a sense that relief in the housing market might occur by 2010, but at this point, he thought it could be longer. He stated that the economy in the metro Phoenix area has been vibrant; it usually goes into economic downturns earlier than nationally, and rebounds faster than nationally. Mr. Anderson stated that unlike the economic situation in the late 1980s when the problems were relevant to institutional investors and developers, this time the damage is at the consumer level impacting individual consumer buying decisions and he felt recovery could take longer.

Mr. Anderson stated that the FY 2007 transportation sales tax revenue came in under projections, and the FY 2008 collection, which was less than the FY 2007 collection, came in at $379 million, about $30 million under projection. He added that he thought the FY 2009 collection may be flat.

Mr. Anderson noted that there has been a tremendous decline in the HURF, noting that $1.34 billion was collected for FY 2008, about $96 million less than projected. He explained that half of the HURF revenue goes to ADOT to fund department operations and state highway projects and half goes to cities, towns and counties, and added that the impact of lower HURF will be seen on local budgets. Mr. Anderson commented that the good news is that crude oil closed that day at less than $75 per barrel, about the same price as one year ago. He indicated that he felt this will have a positive effect on the economy. He stated that oil prices have an overall effect on the economy, in such areas as industrial production and construction activities. Mr. Anderson advised that MAG is working with ADOT to revise the revenue projections for the half cent sales tax to 2025 and for HURF, both of which are essential to the freeway program. He added that HURF comprises about half gas tax, 20 to 25 percent of vehicle license tax, and the remainder registration and motor carrier fees.

Mr. Anderson stated that the implication of lower revenue means lower bonding capacity and noted that ADOT HURF debt service cannot exceed one-quarter of its revenue. Mr. Anderson also noted that the municipal bond market has seen a tremendous increase in financing costs. He stated that the effective interest rates on bonds over the last four weeks have increased about 1.5 percent, and that is if you can get financing. Mr. Anderson commented that the bond market is almost shut down because there is so much uncertainty in price bond issues. He advised that only $4 billion were issued nationally in the last three weeks compared to $6 billion for an average week. Mr. Anderson said that he thought RARF revenue over the life of the tax could be down more than $1 billion, which means that the freeway revenues could be down another $600 million with the revised revenue projections. Mr. Anderson stated that the revised revenue projections from ADOT are expected in a couple of weeks, after the October sales tax collections are reported.

Mr. Anderson stated that the Legislature, in order to balance the FY 2009 general fund budget, transferred $126 million out of the HURF, (half of which was ADOT money) and from the State Highway Fund (all of which was ADOT money), to the Department of Public Safety (DPS). He commented that ADOT is now in a tight financial situation because of that. Mr. Anderson stated that the transfer also reduced ADOT's bonding capacity. He stated that last year, the Legislature authorized ADOT to issue 30 year bonds instead of 20 year bonds. ADOT thought it might have $800 million more of bonding capacity, but today it is zero because of the transfers to DPS, lower HURF revenue, and the situation with the financial market.

Mr. Smith commented that when the transfers to DPS took place, the reasoning was that bonding could make up for the transfers and there would not be a large impact on the ADOT side of the budget, but now that ADOT cannot issue bonds, it is a direct negative impact.

Mr. Anderson stated that over the past five years, since the Regional Transportation Plan was adopted in late 2003, the cost of highway and street construction nationally has increased 77 percent, which is about four times the rate of general inflation. He advised that some moderations in prices are being seen. Mr. Anderson commented that at the August 2008 expert panel, the global market downturn was not yet apparent, and added that he thought that was coming and significant decreases in commodity prices could occur. He also noted that there is talk of a major stimulus package after the fall election or the first of the year, and added that a large part of the package might go for infrastructure. Mr. Anderson stated that areas with projects ready to go will be in a great position to take advantage of the package, and noted that this could be positive for the MAG region because it has a number of ready projects.

Mr. Anderson said that the prices for concrete, steel, and asphalt have risen significantly, but the biggest impact resulted from the increase in oil prices, which affects all aspects of construction. He noted that the price of asphalt is about $800 per ton, and added that from the 1990s to about two years ago, the price was $100 per ton. Mr. Anderson stated that availability of asphalt for road projects will continue to be an issue because manufacturers are choosing to make higher value products from the same material that is used to make asphalt. He indicated that asphalt is more important for local street construction than freeway construction because freeways use a concrete base.

Mr. Anderson reviewed the FY 2006 – FY 2025 freeway program revenues, which total $17.7 billion over the life of the program. Included in the total is $8.4 billion in the half-cent sales tax, which could decrease $600 million in the new revenue projections; $8.2 billion in ADOT funds, which could also decrease; $638 million in federal funds; and $473 million in STAN and other funds. Mr. Anderson noted that freeway program non-project costs total $6.1 billion and include $2.4 billion in debt service, $3.5 billion in future inflation, and about 250 million in transfers and miscellaneous costs.

Mr. Anderson displayed a table of current freeway costs by corridor and noted that ADOT reviewed the costs and updated the total to about $15.4 billion, which is an increase of $6 billion, or 64 percent, from the RTP cost of $9.4 billion. Mr. Anderson noted that the two sets of charts at each place included all projects that make up the freeway program. He said that systemwide costs of $1.5 billion include ADOT expenses for preliminary engineering, design change orders, risk management, right-of-way titles and plans, the landscape and litter pickup program, and $350 million for replacing rubberized asphalt on a systemwide basis.

Mr. Anderson stated that a number of projects have been completed since the implementation of Proposition 400. He displayed a chart of RTP freeway program projects that have been completed, are underway, or advertised through FY 2009. He said that a couple of major projects are ready to go to bid, including a bid opening on a section of Loop 303 scheduled for next week, another bid due in January 2009 for Lake Pleasant Road to I-17, a design build project on the Red Mountain Freeway, and HOV lanes on Loop 101. Mr. Anderson advised that $2.1 billion are committed to freeway projects through FY 2009. Mr. Anderson noted that there is $13.3 billion worth of RTP freeway program projects yet to be constructed for FY 2010 to FY 2025.

Mr. Anderson reviewed the summary of revenues and costs for the Proposition 400 freeway program for FY 2006 to FY 2026. With total revenues of $17.7 billion and $6.1 billion of non-project costs, the amount of net funds available is $11.6 billion. Additional costs include $2.1 billion of projects obligated through FY 2009, $1.3 billion of systemwide project costs, and $12 billion of planned road projects equals a deficit of $3.8 billion overall to date. Mr. Anderson noted that this includes a higher cost for the South Mountain Freeway of $2.6 billion and includes an I-10 project that is necessary to make the connection to the South Mountain Freeway. He commented that he thought there could be $600 million less after the new projections are reported, so the $3.8 billion deficit could increase to about $4.5 billion.

Mr. Anderson stated that the revised revenues from the half-cent sales tax, HURF, ADOT and federal funds, and bonding will be incorporated into future forecasts. He noted that they have a couple of major projects that need revisions to their schedules. Mr. Anderson stated that the South Mountain Freeway EIS has been underway since 2001 and it was supposed to be completed in 2006-2007. He indicated that his best guess was another two to three years until the record of decision, and added that MAG will work with ADOT to determine a reasonable assumption when the EIS will be completed and work will actually begin. Mr. Anderson stated that the EIS and design concept studies are underway for the I-10 Collector/Distributor System/Broadway Curve project, which is a $700 million Phase I project. He stated that work will not start this fiscal year as planned, and the schedule needs to be refined. Mr. Anderson advised that as they outline cash flows for each year of the program, they look at financial resources. He indicated they do not want to tie up hundreds of millions of dollars on projects that might not begin, so they want to move them further out in order to have financial resources available for other projects in the program.

Mr. Anderson then addressed strategy options. He said it is important to pay attention to the situation, but also important to not make radical changes that could be regrettable later. Mr. Anderson commented that he felt the program was in good shape in the near term, perhaps for the first ten years, and added that he thought the problems would be in the last half when higher costs and lower revenue would impact the program. Mr. Anderson stated that the important part of the process is the awareness of the problems and that steps are being taken to deal with them.

Mr. Anderson stated that one of the federal strategies includes reauthorization of the federal transportation act, SAFETEA-LU, which expires in September 2009. He indicated that he has heard there has been discussion of collapsing 100 programs into eight or ten programs, doing away with designations of funds as either highway or transit funds and designating them as transportation funds, and enabling states or metropolitan planning organizations to put the funds to use where they make the most sense for their areas. He added that he was not sure these changes would happen, as Congress generally moves incrementally.

Mr. Anderson stated that another federal strategy is the possible establishment of a freight trust fund to make more effective use of ports and freight corridors. He noted that there is a high probability of this trust fund being established and added that it could mean assistance for I-10, which is probably the premier east/west corridor in the country. Mr. Anderson stated that there could be an opportunity for a joint effort regionally and statewide to improve not only I-10 with federal funds, but also SR-85 and I-17. He stated that it is important to have a well-thought out federal strategy that maximizes our ability to get our fair share of federal funds for Arizona.

Mr. Anderson stated that another federal strategy is environmental streamlining. He said that environmental work continues to be a big issue. Mr. Anderson commented that the consultant costs for the South Mountain EIS run about $10 million to $12 million, but the real cost of environmental work is not necessarily the cost of the studies, but every year the EIS is delayed it costs hundreds of millions of dollars in increased construction costs and the benefits of not having the facility.

Mr. Anderson stated that the state budget is in crisis, and said there will probably be a $1 billion shortfall in FY 2009 and perhaps higher in FY 2010. He advised that receiving any STAN funds is highly unlikely. Mr. Anderson stated that Arizona legislative strategies could address appraisal methods, and added that one of the recommendations of the 1991 performance audit that was not implemented and there might be merit to pursue is the "before and after" appraisal method. Mr. Anderson noted that in the Arizona appraisal process, a seller gets fair market value and if it is not a total take, the value of the leftover property also is enhanced by the facility. He explained that this method allows ADOT to allocate a portion of the purchase price of property back to the remaining parcel. Mr. Anderson reported that 17 states and the federal government allow this method, and remarked that he thought it might be an opportune time to go to the Legislature to allow Arizona to implement this, especially since $3 billion of right-of-way is included in the RTP. He stated that in the 1980s and 1990s, attempts were made to implement this process, but it never got out of committee.

Mr. Anderson stated that another legislative strategy could relate to DPS transfers. He advised that there are statutory limits of $10 million they can transfer from the HURF fund and $10 million from the state highway fund; however, $126 million was transferred in 2009 and it had a significant impact on ADOT's program.

Mr. Anderson then addressed management strategies that might be implemented. He said that one of these is a policy review of draft DCRs. Mr. Anderson stated that when ADOT consultants and engineers do a DCR, features are put into the design that lock in the scope, and the project could come in at a higher cost than expected. Mr. Anderson stated that the DCR may not come back through policy committees and suggested that some of the scope changes might merit discussion from a policy perspective before the DCRs are finalized.

Mr. Anderson noted that EIS management practices could be revised. He remarked that some EIS processes go on for extended periods and suggested that there could be more schedule discipline and more briefings to the TPC on the status of projects.

Mr. Anderson stated that external peer reviews could bring in experts to provide some expertise on projects before spending millions of dollars. He said they are trying to be good financial stewards and save future money by doing projects better today.

Mr. Anderson stated that accommodation of future needs is similar to scope increase. Mr. Anderson gave some examples, for instance, the RTP includes six-lane freeways on Loop 303 and the South Mountain. With future demand, they think ten-lane freeways will be needed ultimately, especially on Loop 303. The question is whether right-of-way is purchased for the full ten lanes or only the right-of-way required for the freeway that will be built. Mr. Anderson observed that if all right-of-way is not purchased at the outset, development will preclude you from purchasing it in the future. Mr. Anderson stated that with the South Mountain, perhaps a narrower footprint to minimize impacts on neighborhoods might be considered. He stated that another area to consider is freeway to freeway ramps, and remarked that we are criticized for having one-lane ramps. Mr. Anderson stated that new freeways have two-lane ramps, and ADOT has indicated some might need three-lane ramps. He advised that retrofitting ramps is cost prohibitive – the cost of increasing a two-lane ramp to three lanes is $80 million on a $200 million project. The question is whether to build three lanes for future needs if only one or two lanes are needed today.

Mr. Anderson suggested program strategies the TPC might consider to balance the program. He said that financing of HURF funds, federal funds, ADOT funds, and bonding for eight years beyond the program were used for Proposition 300 projects. Mr. Anderson noted that bonding beyond 2025 for HURF and federal funds to complete Proposition 400 could add $500 million to the program. He stated that another strategy could include extending the program or delaying projects. Mr. Anderson recalled that projects in the 1990s were deleted, but elongating the program provides the opportunity to keep all projects in the plan, and if additional money is found, projects could be accelerated. He commented that their objective is to keep all projects identified in Proposition 400 in the program.

Mr. Anderson stated that another strategy is to explore scope adjustments by not building all services right now and come back and do them later, however, there is additional cost to doing that.

Mr. Anderson stated that value engineering could present an opportunity for cost savings. He said that ADOT uses value engineering, but only in the context of DCRs and final designs. Mr. Anderson stated that there may be a way to boost value engineering to squeeze more savings.

Mr. Anderson stated that another option is perhaps do something from an interim perspective, such as build a parkway like the Arizona Parkway that was mentioned in the Hassayampa Valley study, instead of a full freeway. He advised that this type of parkway can carry about 100,000 vehicles per day, which is near the volume of a freeway that carries 140,000 to 150,000 vehicles per day. Mr. Anderson stated that by opting for a parkway, a facility would be in place and built for substantially less money and in the future it could be converted to a freeway or stay a parkway forever. He commented that a parkway takes less right-of-way than a freeway and can be built at a marginal cost increase over conventional arterials. Mr.

Anderson noted that even though it does not have all the features of a full freeway, it could work pretty well in some cases. Mr. Anderson commented that at this point, he was not recommending that any planned freeway be done as a parkway, but he included it as an option to keep in mind. He then explained that the Arizona Parkway concept of no left turns at intersections allows more traffic volume. Mr. Anderson stated that another concept they looked at is a 60-foot median, which could be used as a transit corridor to maximize the use of right-of-way.

Mr. Anderson then reviewed the major amendment requirements defined in state law, and noted that a major amendment is required when a major freeway or fixed guideway is added or deleted, or a one-mile segment or $40 million segment is deleted from the RTP. Mr. Anderson stated that there are firewalls that restrict sales tax funds from being moved between the freeway, transit, and street modes. He stated that if a road project is deleted, consideration needs to be given to alternatives in the same modal category that will relieve congestion or improve mobility in the same general corridor. Mr. Anderson stated that if a reasonable alternative is identified, before the Regional Council takes action on the recommendation of the TPC, the proposed amendment is subject to a required consultation process by the State Transportation Board, the Maricopa County Board of Supervisors, and the Regional Public Transportation Authority, by a majority vote, to approve, disapprove, or approve with modification the proposed amendment. He added that the proposed amendment also can be sent to the cities, towns and Indian communities, although this is not required. Mr. Anderson stated that if the three entities do not agree with the proposed amendment, a supermajority of the TPC is required to override their actions, in order to forward it to the Regional Council. He stated that if no reasonable alternative is identified, then the amendment to delete the project is subject to the required consultation process.

Mr. Anderson stated that the next steps include incorporating revised revenues projections; reviewing the bond program in light of revised revenues and financial markets; analyzing future right-of-way and construction cost inflation; analyzing project options such as interim, staging, or reducing scopes; and continuing policy discussion at November TPC meeting. Mr. Anderson noted that discussion of program options are anticipated in January or February, when staff will bring back options based on the direction given by the TPC in October and November. He stated that if any major amendments to the RTP are proposed, this will trigger a 60-day required consultation process, which would be followed by incorporating the revised freeway program into the RTP. Mr. Anderson stated that the ultimate goal is to schedule the updated RTP for approval of an air quality conformity analysis in March or April 2009. He stated that staff can provide technical assistance and they are looking for political guidance from the TPC. Chair Berman thanked Mr. Anderson for his presentation and asked members if they had any questions or comments.

Supervisor Wilson asked if the program could have enough plans in place in order to take advantage of decreases in commodity prices. Mr. Anderson replied Supervisor Wilson brought up an excellent point. He indicated that ADOT started working on longer term projects so projects are ready to go forward, for example, the HOV lanes on the remaining Loop 101 system. He noted that the cost is running close to the estimates. Mr. Anderson stated that Loop 303 is one of the program's larger projects and the final public hearing is scheduled this fall. He added that ADOT anticipates completion of the environmental assessment by the end of the year, and once completed, the corridor will be ready to go. Mr. Anderson stated that MAG will continue to work with ADOT to build up the inventory of ready projects, and if there is a stimulus package, additional federal funding, or lower commodity prices, the projects will be ready to proceed.

Supervisor Wilson also noted that the program also might capitalize on the decrease in property values and added that it might be an opportune time to take a look at the properties that the program needs to acquire.

Mr. Scholl asked if MAG is mandated to bring the plan is back into balance within a required timeframe, for instance, by the next regular cycle in March or April. Mr. Anderson replied that the way the state law reads, the department on the freeway side shall develop a budgeting process that ensures the revenue and costs are in balance. He said he thought it was unlikely a lawsuit would be filed if it did not happen by a certain date, because he thought that it goes back to the intent, which is to have early identification that there is a problem and start mobilizing to deal with the problem. He expressed that he did not think there is a need to balance a $4.5 billion program in three months, but thought a multi-staged solution was appropriate. Mr. Anderson stated that the test will be whether the gap is closing over time. He indicated that he thought MAG will have time to work on strategies.

Mr. Scholl stated that Mr. Anderson had indicated an imbalance of $3.5 billion to $4.5 billion, which was based on a three percent increase in construction costs, when over the past five years, the increase has been closer to 15 percent. He asked if the imbalance could be much higher once the cost estimates are revised. Mr. Anderson replied that he did not think so, and added that staff had a discussion with ADOT on that very point. He stated that historically, construction costs track the general rate of inflation, which is normally one to one, but this is the first time we have seen this disconnect. Now we are seeing there is an adjustment back on the pricing side. Mr. Anderson advised that the downturn in construction prices could provide significant relief, and added that they do not want to do something with the cash flow that artificially creates a problem. He commented on the difficulty to make projections 20 years out and he thought we need to make assumptions about right-of-way cost inflation, construction cost inflation, and general price inflation, monitor them, and make adjustments as needed.

Mr. Scholl stated that in the economic downturn of the 1990s, ADOT encouraged incentivized private groups to join with municipalities to create public/private partnerships. He noted that he had not seen this listed as a possible strategy and asked if it had been precluded or could be an option. Mr. Scholl stated that with lower land values, some owners might bring in less than market value if they could see some acceleration of projects. Mr. Anderson indicated that ADOT is always looking for partners on the right-of-way side, to provide right-of-way at less than market value or to donate right-of-way. He stated that one issue on right-of-way valuation is the appraisal process, which is historical and looks behind. He stated that ADOT's challenge will be reflecting the market value of land today with the historical trend, and added that because ADOT is a public agency, it does not have a lot of negotiating room. Mr. Anderson stated that MAG staff will work with ADOT on this. Mr. Anderson, in referencing public/private partnerships, said that options could include toll roads or tolling HOT lanes, which is a potential option for I-10. Mr. Anderson advised that with the public/private partnership market, some of the rating agencies are downgrading the private partnership financings due to the downturn in driving. Combined with the turmoil in the financial markets, there may not be as much private capital as people thought.

Mr. Kane stated that picking a trend line to measure financial performance on the revenue side and cost side when aimed in the wrong direction can give an incorrect vision of the program. He said that he would like to understand as we model what is the curvature of the market recovery of the revenue side we anticipate. If we are measuring against the 20-year horizon of the tax, which could be a longer period if construction is extended, after three to four years we could assume the revenues will return to the previous point; however, in the last couple of downturns they returned to an upward trend line. Mr. Kane stated that he would like to understand how big a hole we are trying to fill with the strategies we are discussing. He commented that cost is one piece of the program, but revenue is another, and it seems we are measuring revenue against a shorter window. Mr. Anderson replied that to do that kind of analysis the new projections would be needed, and they hope to have them by the November TPC meeting.

Mr. Kane stated that in the private world, most of us are trying to get to the point of easier predictions. He commented that he thought it was an excellent time to discuss the strategies on road design, DCRs and potential other designs, especially in light of environmental requirements that have increased over the years. Mr. Kane stated that the South Mountain Freeway process reminded him of the Squaw Peak Parkway process and having a less impactful design on adjacent neighbors. He remarked that this would help in other review processes. Mr. Kane stated that this is happening in other states that have environmental reviews. When we are talking about ten-year EIS programs at a cost of $20 million, maybe we should look at standards and being more efficient on land. Mr. Anderson stated that some designs are land intensive and some designs are land extensive and this may require another way of thinking about being more sensitive in terms of neighborhoods and using lands intensively.

Mayor Cavanaugh referenced Mr. Scholl's comments on right-of-way and donated right-of-way and said that it seemed a more serious study of determining the opportunity for donated right-of-way might be in order. He added that there could be opportunities that we might not want to let go by. Mayor Cavanaugh asked about amendments to the RTP when another mode is selected. He asked if the savings realized from that selection remain in the same geographic area. Mr. Anderson stated that money is intended to be spent in the same area to solve mobility issues. Mayor Cavanaugh stated that his point is that the calculation of savings is based on the cost of the selected option compared to the 2003 projected cost of the deselected option. Mr. Anderson commented that he was not sure of the intent of the law in that regard. Mayor Cavanaugh stated that the Committee needs to know that before it gets deep into discussions because there could be serious confrontations if members do not agree on this point. Mr. Anderson gave as an example, South Mountain Freeway by saying that using the original budget of $1.1 billion, if the current cost is estimated at $2 billion and an alternative is found with a cost of $1.1 billion, there are no savings. He added a caveat that some estimates have been adjusted and some have not.

Mr. Martin said that he had a conversation with Congressman Harry Mitchell, who indicated that the Congressional delegation had been called back to Congress on November 17th to discuss an economic stimulus package, and they will be talking about projects that could be qualified for the package. Mr. Martin reported that they are looking for projects that could start construction 30 to 90 days after the passage of the bill. Mr. Martin noted that AASHTO sent a memorandum to Congress on January 30th that there are $760 million in Arizona projects that could hit the ground running. He asked if there were projects that fit the criteria and could a concerted effort be made to seek funding for them? Mr. Anderson replied that having projects ready to go to bid in 30 to 60 days is highly problematic; it assumes they have final design. He added that if we had a six-month window, there would be a lot of projects ready, and with a 12-month window, even more projects would qualify. Mr. Anderson indicated that ADOT is trying to get more projects ready but the design process takes time.

Mr. Martin suggested making a federal strategy to backfill interstate projects and move as a public/private coalition to seek funding for interstates funded by Proposition 400 if we cannot move forward in 30 to 90 days on SAFETEA-LU reauthorization, specifically as it relates to interstate projects for the region.

Councilmember Aames stated that he thought the only option would be to shift funds if Congress goes to such a limited time. He commented on another aspect – that population projections seemed to be missing, and added that a lot is based on growing population and meeting growing needs. Councilmember Aames stated that if the population drops off or the rate slows, there is no need to move as fast, which could provide some balance. Mr. Anderson stated that he thought population growth short-term would be slower than expected and remain slow until about 2011 or 2012. He said that a slowdown in migration into the state will also occur, largely due to the domino effect resulting from the downturn in the housing market. He added that people cannot relocate if they cannot sell their home. Mr. Anderson stated that the slowdown in growth also impacts revenue. We are behind on freeway construction and transit, and as growth slows, highways become less congested but we still need to keep pace with our construction activity.

6. <u>2008 Annual Report on the Status of the Implementation of Proposition 400</u>

Roger Herzog, MAG Senior Project Manager, stated that 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. He said that the 2008 Annual Report is the fourth report in this series. Mr. Herzog stated that a public hearing on the report is scheduled for November 2008. He added that the summary of findings was included in the agenda packet and the complete report is posted on the MAG Web site. Mr. Herzog also noted that some figures in his report were derived earlier than the figures presented by Mr. Anderson, so there could be differences.

Mr. Herzog addressed the key findings of the Annual Report. For the category of regional revenues, he noted that fiscal year 2008 half-cent sales tax receipts were three percent lower than the receipts from FY 2007. He advised that this is the first decline in the half-cent sales tax since it began in 1985. Mr. Herzog stated that for July and August 2008, receipts were down 11.2 percent and 9.1 percent, respectively, and revenue from the gas tax was down about 2.9 percent.

Mr. Herzog stated that revenue projections are being updated, and will likely result in lower long-range forecasts. He noted that the federal transportation funding act expires in FY 2009, and its future structure represents a major uncertainty.

Mr. Herzog stated that for FY 2009-2026, the estimated future costs of $6.312 billion for the Transit Life Cycle Program are currently in balance with projected revenues of approximately $6.315 billion. Mr. Herzog noted that these figures reflect the status through 2008, but will be changing. He stated that costs are continuing to rise faster than anticipated, especially in the bus program, and revenues are not expected to keep pace, at least in the short term. If revenues continue to decline, new bus service implementation included in the RTP may be impacted in the future. Bus services that have been implemented previously will be reviewed to ensure that productivity goals are met.

Mr. Herzog stated that during FY 2009, RPTA will be examining closely the assumptions used in estimating both revenues and expenditures for the Transit Life Cycle Program, and making adjustments as may be necessary.

Mr. Herzog stated that for FY 2009-2026, the total estimated future regional reimbursements of $1.703 billion for projects in the Arterial Street Life Cycle Program are in balance with projected revenues of $1.864 billion. He said that project costs are increasing and local governments have had to make up the difference. Mr. Herzog stated that the inability to provide matching funds, and other scheduling and resource issues, have resulted in the deferral of a number of arterial projects by implementing agencies. Due to this, lead agencies have deferred the use of $46 million in federal and regional funding from FY 2008 to later years. Mr. Herzog stated that 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.

Mr. Herzog stated that for FY 2009-2026, the unadjusted future costs of $10.008 billion for the Freeway/Highway Life Cycle Program are currently in balance with projected revenues of $10.273 billion. He advised that the impacts of construction cost increases and project scope changes on the Freeway/Highway Life Cycle Program are being evaluated, and noted that the new preliminary estimated program cost totals $14.9 billion, significantly more than past estimates.

Mr. Herzog provided a breakdown of the $14.9 billion cost estimate. He stated that the 2003 base planning estimate was $8.5 billion. Mr. Herzog stated that he original inflation allowance was $1.4 billion, and there is an additional $2.3 billion price inflation, for a total of $3.7 billion. He said that scope changes total $2.7 billion and include $1.3 billion of original contingency allowance and $1.4 billion in additional scope changes.

Mr. Herzog stated that there is a gap of approximately $3.3 billion between the updated cost estimate of $14.9 billion and available funding of $11.6 billion. He commented that 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. Mr. Herzog stated that given the potential deficit of approximately $3.3 billion, a major effort to achieve a balance between future program costs and available revenues will be required. Potential approaches to achieving program balance could include enhanced financing methods, project phasing, extension of the programming period, and adjustment of project schedules. Chair Berman thanked Mr. Herzog for his report and asked members if they had any questions.

Vice Chair Lopez Rogers commented on the public hearing, and noted that one of the public hearings for the Transit Framework Study would be held in Avondale. She stated that holding the hearing in Avondale pleased them, but she felt if quality input is desired, more than six days notice is needed to get the public to attend. Vice Chair Lopez Rogers added that there is only one public hearing on the Study scheduled in the West Valley and more were needed. She stated that the public hearing process needs to be inclusive and expressed her concern that the short notice did not provide that inclusiveness. Vice Chair Lopez Rogers stated that transit is critical for them and said that she would like to move the date later or schedule additional public hearings.

Councilmember Aames commented that he liked to go to Avondale, but many Glendale and Peoria residents would not want to travel that far for the public hearing.

Mayor Meck stated his support for the comments made by Vice Chair Lopez Rogers and Councilmember Aames. He expressed that five days notice was ridiculous, and suggested that a hearing should be held in Glendale and a hearing held in a location between Glendale and Buckeye. Mayor Meck stated that he supported longer notice and more locations.

Mayor Scruggs stated that this was a big deal for them. She noted that even though both areas are growing rapidly, there are big differences between the Southwest Valley and the Northwest Valley. Mayor Scruggs asked how this could be resolved. Mr. Smith noted that MAG staff would work with member agency staff to add locations and lengthen the notice time. Mayor Scruggs asked when they would find out so they could use their networks to notify residents. Mr. Smith replied that MAG staff will stay in communication with member agency staff to find out days that work.

There being no further business, the meeting adjourned at 5:50 p.m.

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Chair

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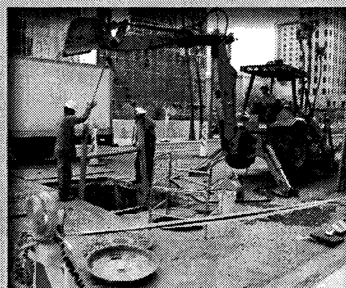
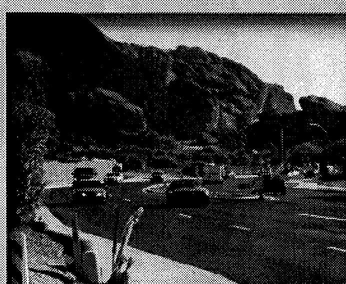
Secretary

Agenda Item #4B





ARTERIAL LIFE CYCLE PROGRAM

Status Report

April 2008 – September 2008

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REGIONAL TRANSPORTATION PLAN

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July 1st marked the end of fiscal year (FY) 2008 and the start of FY 2009. Beginning in December, MAG Staff and Member Agencies worked diligently to update information on projects programmed in the Arterial Life Cycle Program. The MAG Regional Council approved the FY 2009 Arterial Life Cycle Program (ALCP) on June 25, 2008. MAG Staff distributed print versions of the ALCP to each Lead Agency and posted an electronic version to the program's website at http://www.mag.maricopa.gov/project.cms?item=5034.

Minor changes were made to the FY 2009 ALCP, which were not previously included in published versions. First, the Regional Remaining Budget for each project was published to the dollar. In the past, MAG Staff had rounded this number to the thousands of dollars.

Second, the layout of the ALCP Book was streamlined for projects with multiple Lead Agencies associated with one Regional Transportation Plan (RTP) identification number. This change occurred at the request of member agencies and had a minimal impact on many of the Lead Agencies programmed in the ALCP. Finally, the FY 2009 ALCP clearly marked any completed projects or project segments. MAG Staff added "CO" for closed out/completed in the project status column of the ALCP.

MAG Staff would like to thank the efforts of everyone involved with updating the ALCP! We acknowledge the detailed nature of the task and appreciate each agency's efforts to provided current and accurate information.

ALCP Revenue and Finance

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. RARF revenues are deposited into the arterial account on a monthly basis.

In FY 2008, $379 million was collected for all modes. Almost $40 million was allocated to the Arterial Life Cycle Program in FY 2008. Table 1 details the revenue collected by mode during FY 2008. The RARF Account balance was $59.1 million as of September 30th. During the month, one Project Reimbursement Request (PRR) for $13.6 million was submitted to ADOT for reimbursement, which would bring the account balance to $45.5 million.

A spike in RARF revenues stemming from Super Bowl XLII held at the University of Phoenix Stadium in Glendale, Arizona was anticipated in March 2008. However, the month's revenues were 8.2% lower than forecasted. The March 2008 revenues also were down 1.6% compared to March 2007 revenues.

Although, $379 million was collected in FY 2008, RARF revenues were $30 million lower

Table 1. FY2008 RARF Collections (July 2007 - June 2008)

	Freeways	Arterial Streets	Transit	Prop. 400 (total)
July	$ 18,885,497	$ 3,528,429	$ 11,190,161	$ 33,604,087
August	$ 17,440,380	$ 3,258,434	$ 10,333,891	$ 31,032,705
September	$ 17,351,147	$ 3,241,762	$ 10,281,018	$ 30,873,927
October	$ 18,118,625	$ 3,385,152	$ 10,735,769	$ 32,239,546
November	$ 17,588,010	$ 3,286,016	$ 10,421,365	$ 31,295,391
December	$ 17,525,852	$ 3,274,403	$ 10,384,535	$ 31,184,790
January	$ 20,360,361	$ 3,803,982	$ 12,064,057	$ 36,228,400
February	$ 16,425,349	$ 3,068,793	$ 9,732,458	$ 29,226,600
March	$ 17,089,315	$ 3,192,844	$ 10,125,875	$ 30,408,034
April	$ 18,243,897	$ 3,408,557	$ 10,809,996	$ 32,462,450
May	$ 16,915,606	$ 3,160,389	$ 10,022,948	$ 30,098,944
June	$ 17,250,763	$ 3,223,007	$ 10,221,537	$ 30,695,308
Total	$ 213,194,803	$ 39,831,769	$ 126,323,611	$ 379,350,183

MARICOPA ASSOCIATION of GOVERNMENTS

Transportation Division

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than the $408 million forecasted. During the first two months of FY 2009, $58 million in RARF revenues were collected for all modes, with $6 million being allocated to Arterial improvements. The $58 million collected was 5.8 percent lower than the $61.6 estimated revenues for July and August 2008. Table 2 compares actual RARF revenues to estimated revenues for FY 2008.

The Arizona Department of Transportation (ADOT) publishes reports pertaining to the Regional Area Road Fund (RARF) on their website. Several reports are available for download, such as the:

- Monthly Revenue Trend Report;
- FY 2008 Actual Distribution Flow Chart;
- FY 2008 Year End Report; and,
- RARF Revenue Forecasts.

The current revenue forecast posted on the ADOT RARF website was published in September 2007. ADOT is in the process of updating the forecasts, which should be published in the Fall of 2008.

Table 2. RARF Collections
Estimate v. Actual FY2008 (July 2007 - June 2008)

	Estimated Total RARF	Actual Total RARF	Percentage Difference
July	$ 33,541,000	$ 33,604,087	0.2%
August	$ 31,331,000	$ 31,032,705	-1.0%
September	$ 32,518,000	$ 30,873,927	-5.1%
October	$ 33,108,000	$ 32,239,546	-2.6%
November	$ 32,786,000	$ 31,295,391	-4.5%
December	$ 32,853,000	$ 31,184,790	-5.1%
January	$ 40,623,000	$ 36,228,400	-10.8%
February	$ 32,990,000	$ 29,226,600	-11.4%
March	$ 33,118,000	$ 30,408,034	-8.2%
April	$ 36,740,000	$ 32,462,450	-11.6%
May	$ 34,271,000	$ 30,098,944	-12.2%
June	$ 34,821,000	$ 30,695,308	-11.8%
Total	$ 408,700,000	$ 379,350,183	-7.2%

RARF COLLECTION AND THE ECONOMY

In November 2004, the voters of Maricopa County approved Proposition 400, which extended the ½ cent sales tax for transportation through 2025. The tax extension was divided among freeways (56.2%), transit (33.3%) and arterial streets (10.5%). The extension became effective on January 1, 2006. During FY 2008, the sales tax raised about $379 million compared to $390 million for FY 2007, a decline of about three percent. This is the first year-over-year decrease that the region has experienced since the tax was first collected in 1986. The poor performance of the transportation sales tax is consistent with the other sales tax collections at the state level and among many of the MAG member agencies. The significant downturn in the economy was due to the substantial financial crisis in the housing industry that has resulted in significant financial distress among both homeowners and the financial industry.

New housing construction has fallen to levels similar to those experienced in 1991 in metropolitan Phoenix. Falling values combined with adjustable rate mortgages being reset to higher rates, has resulted in substantial loss of homeowner equity, and in many cases, houses with more debt than current values. The loss of home equity, the freezing of many home equity loans, and foreclosures has had a significant impact on sales tax collections.

In addition to the turmoil in the housing market, higher fuel costs have had a negative impact on sales tax collections. As fuel prices have continued to escalate, and as economic conditions and housing values have deteriorated, consumers have made significant changes in personal spending. The impact of higher fuel prices alone may have resulted in a shift of $6 billion of expenditures to fuel purchases in Arizona. If this entire shift was from sales that are subject to sales taxes, the shift would represent a $340 million loss in state sales tax collections and about a $14.5 million loss in the Maricopa County transportation sales tax.

ALCP Programming and Reimbursements

To date, almost $954 million has been generated through the RARF tax collection as a result of Proposition 400. Of that, $100 million in RARF revenues collected was dedicated to the Arterial Life Cycle Program for capacity and safety improvements. At the start of FY 2008, six Lead Agencies were programmed to receive $74.8 million in reimbursements through the Arterial Life Cycle Program. Throughout the fiscal year, MAG reimbursed $28.3 million to Lead Agencies for work conducted on ITS, arterial capacity and intersection improvements. RARF Closeout Projects received over $14 million of the $28.3 million reimbursed in FY 2008. ALCP Project receiving reimbursements in FY 2008 included:

- Chandler Blvd at Dobson Rd Intersection Improvements
- Ray Rd at Alma School Rd Intersection Improvements
- Greenfield Rd from Baseline Rd to Southern Ave
- McKellips Rd at Lindsay Rd Intersection Improvements
- Southern Ave at Stapley Dr Intersection Improvements
- SR101 Loop North Frontage Rd from Hayden Rd to Scottsdale Rd

During the annual update, several Lead Agencies deferred $46.5 million in funding from FY 2008 to later fiscal years. More than $26.5 million in RARF and $19.5 million in STP-MAG were deferred in FY 2008. The total amount deferred represented 62% of the programmed reimbursements for FY 2008.

FY 2008 RARF Closeout

Fiscal Year 2008 represented the first RARF Closeout Process for the Arterial Life Cycle Program. On December 19, 2007, the MAG Regional Council approved the ALCP Policies and Procedures, which established the RARF Closeout Process (Section 260). According to the Policies, Lead Agencies with completed projects/segments that have submitted all ALCP Project Requirements to MAG Staff by June 1st are eligible for RARF Closeout. The allocation of eligible RARF Closeout funds will be made (in sequential order) to projects scheduled for reimbursement in the next fiscal year and then to all other projects in the chronological order of the programmed reimbursements. Table 3 lists the ALCP Projects eligible for RARF Closeout in 2008.

At the start of the process, nine projects were programmed for $28.7 million in reimbursements throughout the life of the ALCP for consideration. After a detailed financial analysis, MAG Staff determined that $14.98 million should be used during the

Closeout Process. Three of the five Lead Agencies that submitted projects received advanced funding through the RARF Closeout Process.

Table 3. FY08 RARF Closeout Eligible Projects

Eligible projects are in consecutive order based on the fiscal year the project is programmed for reimbursement

Fiscal Year for Reimb.	RTP ID	Lead Agency	Project Name	Fiscal Year for Work	Amount 2007$ (millions)
2012	ACI-LKP-10-03-B	Peoria	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	2006	4.022
2013	ACI-LKP-10-03-B	Peoria	Lake Pleasant Pkwy: Union Hills to Dynamite Rd	2006	4.022
2014	AII-ARZ-30-03	Chandler	Arizona Ave/Chandler Blvd: Intersection Improvements	2006	3.582
2014	ACI-VAL-20-03	Gilbert	Val Vista Dr: Warner Rd to Pecos Rd	2006	3.352
2021	AII-ARZ-10-03	Chandler	Arizona Ave/Elliot Rd Intersection Improvements	2006	3.582
2021	ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda (Phase1)	2006	0.945
2021	ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	2006	0.280
2021	ACI-SHA-20-03-A	Scottsdale	Shea Blvd at 90th/92nd/96th Streets	2007	3.500
2022	ACI-HPV-20-03-A	Phoenix	Happy Valley: I-17 to 35th Ave	2005	5.439
				Total	28.724

All of the projects slated to receive RARF Closeout Funds were reimbursed. Without the RARF Closeout Process reimbursements, 56% of programmed reimbursements ($41.8 million) would have been deferred from FY 2008 to later fiscal years.

ALCP FAQs

Will my project be deleted from the ALCP if the decrease in revenues negatively impacts the program? What if I defer a project?

> ALCP Project Reimbursements may be delayed if there is a deficit of Program funds. Reimbursements will be delayed in priority order of the ALCP (Policies Section 270B). Projects may also be advanced is a surplus of funds occurs (Policies Section 270A). This means, that project reimbursements may be delayed in one fiscal year and then advanced the following year contingent on the program's revenue stream.

When should I submit a Project Overview?

> Technically, a Project Overview must be accepted by MAG before a project may be reimbursed and/or a Project Agreement may be initiated by MAG. In addition, a Project Overview must be submitted prior to the purchase of right-of-way for advanced projects (Policies Section 400).

ALCP Project Status

The fourth quarter of fiscal year 2008 and the first quarter of FY 2009 were extremely productive for member agencies with projects programmed in the ALCP. Over the last six months, MAG Staff received nine Project Overviews from five Lead Agencies and initiated nine Project Agreements with six Lead Agencies. In addition, MAG Staff received seven Project Reimbursement Requests in the amount of $16.3 million. Tables 4 and 5 provide detailed information on the status of projects programmed for work and/or reimbursement in FY 2008 and FY 2009, respectively.

Arterial Life Cycle Program - Fiscal Year 2009

2008	
September	**25th:** Transportation Review Committee (TRC) Project changes to amend/administratively modify the current Transporation Improvement Program (TIP), Regional Transportation Plan (RTP), and Arterial Life Cycle Program (ALCP)*
October	Managers, Transportation Policy Committee (TPC), and Regional Council (RC) review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*
November	**17th:** TIP/ALCP Data Entry System available to member agencies for 2009-2014 project updates
December	**4th:** TRC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*
2009	
January	Managers, TPC, and RC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP* **9th: Due Date,** Member Agencies submit 2009-2014 ALCP project updates for inclusion in the 2010-2014 TIP via the TIP/ALCP Data Entry System
February	**6th: Due Date**, Member agencies submit 2015-2026 ALCP project updates for the Draft FY10 ALCP via the TIP/ALCP Data Entry System **20th:** MAG Staff will provide Member Agencies with the first draft of the FY2010 ALCP for review and comment
March	**20th: Due Date,** Member agencies submit comments for Draft FY2010 ALCP **26th:** TRC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP*
April	Managers, TPC and RC review/recommend/approve project changes to amend/administratively modify the current TIP, RTP, and ALCP* **15th:** MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects **23rd:** TRC review/recommend ALCP projects for RARF Closeout Funds
May	Managers, TPC and RC review/recommend/approve ALCP projects for RARF Closeout Funds **28th:** TRC review/recommend/approve Draft FY2010 ALCP
June	**1st: Due Date,** Member Agencies submit final Project Reimbursement Requests for FY2009 **1st: Due Date,** Member Agencies recommended to receive RARF Closeout Funds submit final versions of all ALCP project requirements Managers, TPC and RC review/recommend/approve Draft FY2010 ALCP

**If necessary*

This is the ninth Status Report for the Arterial Life Cycle Program (ALCP). Semi-annually, MAG staff will provide member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at http://www.mag.maricopa.gov/project.cms?item=5034.

MARICOPA ASSOCIATION of GOVERNMENTS
Transportation Division
ON THE MOVE
PARTNERS IN PROGRESS

TABLE 5
ARTERIAL STREET LIFE CYCLE PROGRAM
April 2008 - September 2008, Project Status of Projects Underway
(2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - June 25, 2008 ALCP)
(2007 and Year of Expenditure, Dollars in Millions, Consistent with the FY08 - May 28, 2008 ALCP)

Lead Agency & Facility	Project Requirement Completed PO = Project Overview PA = Project Agreement	Status S=Study P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements: Programmed Reimb. FY09	Regional Funding Reimbursements: Estimated Future Reimb. FY 2010 - 2026 (2008$)	Regional Funding Reimbursements: Reimb. To Date	Total Expenditures (Exp.): Exp. through FY 2009 (YOE$)	Total Expenditures (Exp.): Estimated Future Exp. FY 2010 - 2026 (2008$)	FY(s) for Reimb.	FY for Final Constr.	Other Project Information
CHANDLER										
Chandler Blvd at Alma School Rd	PO, PA	D, R	1.304	2.411			9.633	2009-2011	2011	
Chandler Blvd at Dobson Rd	PO, PA	D, R, C	3.627		0.084	0.774	7.686	2007-2009	2009	Study 100% complete; Design is 92% complete
Gilbert Rd: Chandler Heights Rd to Hunt Hwy		D		5.895				2024	2011	
Gilbert Rd: Queen Creek Rd to Chandler Heights Rd		D		7.940				2023	2011	
Gilbert Rd: SR202L/Germann Rd to Queen Creek Rd	PO, PA	D, R, C		6.773			11.874	2021	2009	
Queen Creek Rd: Arizona Ave to McQueen	PO, PA	D, R, C		4.318			9.597	2012	2009	
Queen Creek Rd: McQueen Rd to Lindsay		D		11.967				2011-2012	2011	
Ray Rd at Alma School Rd	PO, PA	D, R	2.080	1.492	0.137	0.196	9.709	2008-2010	2010	Design 30% Complete
Ray Rd at McClintock Dr	PO	D		3.714			8.102	2011	2011	
FOUNTAIN HILLS										
Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	PO	D	0.288				0.411	2009	---	Project programmed for Design only
Shea Blvd: Technology Dr to Cereus Wash	PO	D, R	1.089	4.614			8.147	2009-2010	2010	
GILBERT										
Guadalupe Rd/Cooper Rd: Intersection Improvements		D, R, C	3.714					2009	2009	
Guadalupe/Power: Intersection Improvements		D		3.582				2010	2010	Exchanged with Guadalupe/ Cooper during annual update. Moved the Phase IV
Power Rd at Pecos: Intersection Improvement	PO	D, R, C	5.327	4.666			8.700	2009-2010	2009	
Power Rd: Santan Fwy to Pecos Rd		D, R, C	4.060	6.316				2009-2010	2010	
Val Vista Rd: Warner Rd. to Pecos Rd.	PO, PA	C/O	6.934	0	10.398	15.271		2007-2008, 2014	2006	Project Complete; RARF Closeout Project
Warner Rd. at Cooper Rd.	PO, PA	R, C	3.714					2007-2008	2008	

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MARICOPA COUNTY										
Dobson Rd, Gilbert Rd, McKellips Rd: Bridge over Salt River		S		44.261				2010-2011, 2015	2012	Three ALCP Bridge Projects are being studied together. Projects Deferred to Phase II
El Mirage Rd: Bell Rd to South of Beardsley		D, R		9.568				2016-2018	2010	
El Mirage Rd: Deer Valley Drive to L303		D, C		9.722				2016-2018	2009	Project resegmented in annual update
El Mirage Rd: Thunderbird Rd to Bell Rd	PO	P, R	0.680	19.978			71.539	2006, 2008-2015	2015	
El Mirage Rd: Thunderbird to Northern Ave.	PO	P		16.535			24.020	2016-2018	2018	
McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd		P		38.820				2009, 2013-2015	2015	
Northern Parkway: Corridorwide ROW Protection		R	1.810	3.338				2009-2011		
Northern Parkway: Sarival to Dysart		P, D, R	19.699	35.060				2009-2011	2011	
Power Rd: Baseline Rd to East Maricopa Floodway	PO, PA	D, R, C	4.882		2.820	8.948	6.264	2008-2009	2009	
MESA										
Broadway Rd: Dobson Rd to Country Club Dr	PO, PA	P, D, R	1.920	5.305	0.080	0.115	14.962	2008-2010	2010	Studies 100% Complete; DES/ROW/CONST to be deferred in the FY2010 ALCP annual update
Country Club at University	PO, PA	D, R		2.756			6.995	2017	2010	
Dobson Rd at Guadalupe Rd	PO, PA	P, D, R	0.514	2.092	0.106	0.152	5.760	2008-2010	2010	Design 60% Complete
Dobson Rd at University Dr		D		2.756				2020	2011	
Gilbert Rd at University Dr	PO, PA	D, R, C		2.756			8.100	2022	2009	
Greenfield Rd: Baseline Rd to Southern Ave	PO, PA	D, R	0.751	4.086	0.455	0.650	7.165	2008-2010	2010	Design 90% Complete; ROW 30% Complete
Hawes Rd: Santan Fwy to Ray Rd		D		2.329				2021	2010	

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			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008$)	Reimb. To Date	Exp. through FY 2009 (YOE$)	Estimated Future Exp. FY 2010 - 2026 (2008$)			
MESA										
McKellips/Greenfield, McKellips/Higley, and McKellips/Val Vista Intersection Improvements	PO, PA	P	0.119	8.215	0.119	0.170	11.347	2008, 2011-2013	2013	Studies 100% Complete; Design 10% Complete; Projects Deferred to Phase II
McKellips Rd at Lindsay Rd	PO, PA	D, R	1.956	4.278	0.043	0.060	8.385	2008-2010	2010	Design 15% Complete; ROW to be deferred in the FY2010 ALCP annual update
Mesa Dr at Broadway Rd	PO	P	0.150	0.701			18.700	2009-2012	2012	
Mesa Dr: US-60 (Superstition Fwy) to Southern	PO, PA	P, D, R	2.324	4.879	0.044	0.063	21.650	2008-2010	2010	Studies 75% Complete; ROW to be deferred in the FY2010 ALCP annual update
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202		D, R, C	10.092					2009	2009	
Ray Rd: Sossaman Rd to Ellsworth Rd		D, R		3.759				2022	2010	
Southern Ave at Country Club Dr	PO	D	0.307	4.504			6.400	2009-2011	2011	
Southern Ave at Lindsay Rd	PO	D	0.315	4.415			6.303	2009-2011	2011	DES to be deferred in the FY2010 ALCP annual update
Southern Ave at Stapley Dr	PO, PA	P, D	1.221	11.259			16.800	2008-2011	2011	
Thomas Rd: Gilbert Rd to Val Vista Dr		D, R	1.746	3.766				2009-2010	2010	DES and ROW to be deferred in the FY2010 ALCP annual update
PEORIA										
Beardsley Rd Connection: Loop 101 to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	PO, PA	D, R, C		22.885			30.700	2011-2012	2009	
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave		D, R, C		20.369				2021-2023	2009	
Lake Pleasant Pkwy: Dynamite Blvd to L303	PO	D		26.407				2011-2014	2011	
PHOENIX										
Happy Valley Rd: I-17 to 35th Avenue	PO, PA	C/O		5.439		7.648		2022	2005	Project Complete
Happy Valley Rd: 35th Avenue to 43rd		D		4.045			2.738	2022	2011	
Happy Valley Rd: 43rd Ave to 55th Ave		D		4.138				2024	2012	

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			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008$)	Reimb. To Date	Exp. through FY 2009 (YOE$)	Estimated Future Exp. FY 2010 - 2026 (2008$)			
PHOENIX										
Sonoran Blvd: Central Ave to 32nd St	PO	D		32.111			44.244	2011-2014	2013	
SCOTTSDALE										
Pima Rd at Happy Valley Rd		C/O						2009	2008	
Pima Rd: McKellips Rd to Via Linda		P, D, R	5.592	24.602				2008-2011	2011	
Pima Rd: SR101L to Thompson Peak Parkway	PO, PA	C/O	13.659		13.639	19.485		2009	2008	
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	PO, PA	D, R, C	7.994	5.442			19.194	2009-2010	2010	
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd		P, D		11.409				2011	2011	
Shea at 120/124th Streets		D, R, C		0.377				2022	2009	
Shea Auxiliary Lane from 90th St to Loop 101		D		3.411				2023-2024	2010	
Shea Blvd - 96th St to 144th St ITS Improvements		D, R		2.322				2024	2010	
Shea Blvd - SR-101L to 96th St, ITS Improvements		D, C		0.377				2022	2009	
Shea at 90th/92nd/96th Intersection Improvements	PO, PA	C/O		3.500		3.347		2021	2006	Project Complete; Project consolidated to include 3 previous intersection improvement projects
Shea Blvd at 114th Street		D, R		0.261				2022-2023	2010	
Shea Blvd at 115th Street		D		0.109				2024	2010	
Shea Blvd at 136th Street		D		0.174				2024	2011	
Shea Blvd at Frank Lloyd Wright Blvd		D, R		0.653				2022	2010	
Shea at Mayo Blvd/134th St	PO	C/O		0.280		0.312		2021	2007	Project Complete
Shea at Via Linda (Phase I)	PO	C/O		0.945		0.912		2021-2022	2006	Project Complete

TABLE 5 ARTERIAL STREET LIFE CYCLE PROGRAM April 2008 - September 2008, Project Status of Projects Underway (2008 and Year of Expenditure, Dollars in Millions, Consistent with the FY09 - June 25, 2008 ALCP) (2007 and Year of Expenditure, Dollars in Millions, Consistent with the FY08 - May 28, 2008 ALCP)										
Lead Agency & Facility	**Project Requirement Completed** PO = Project Overview PA = Project Agreement	**Status** S=Study P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	**Regional Funding Reimbursements**			**Total Expenditures (Exp.)**		**FY(s) for Reimb.**	**FY for Final Constr.**	**Other Project Information**
			Programmed Reimb. FY09	Estimated Future Reimb. FY 2010 - 2026 (2008$)	Reimb. To Date	Exp. through FY 2009 (YOE$)	Estimated Future Exp. FY 2010 - 2026 (2008$)			
SCOTTSDALE										
SR-101L North Frontage Rd: Hayden to Scottsdale Rd	PO, PA	C	3.805		3.037	4.338	4.391	2009	2008	Design 100% Complete; Construction 99% Complete
SR-101L North Frontage Rd: Pima Rd/Princess Dr to Hayden		P, D, R	1.233	14.135				2008-2009	2009	
SR-101L South Frontage Rd: Hayden to Pima		P, D	0.705	12.470				2008-2010	2010	Project Deleted in the annual update

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

DATE:
November 12, 2008

SUBJECT:
Requested Change to Statewide Transportation Acceleration Needs (STAN) Projects

SUMMARY:
In December 2006, the MAG Regional Council approved the set of projects to be funded from the Statewide Transportation Acceleration Needs (STAN) Account. One of the STAN projects that is under construction is the HOV lane on L101 from Tatum Boulevard to Princess Drive. The bid for this project was about $12.2 million less than the $32.5 million of STAN funds allocated to this project. Another STAN project, which is on L303, involved the construction of crossings at Bell Road, Cactus Road and Waddell Road for a total of $22 million. Final design for this project is underway and the construction costs have been revised to $34.1 million. In addition, the right of way acquisition to complete this project is estimated at $26.2 million. A shift of the project savings from the L101 HOV project to the L303 project is being requested. There is no fiscal impact on the MAG Freeway Program.

PUBLIC INPUT:
None.

PROS & CONS:
PROS: It has been determined that the $12.2 million is not required to complete the L101 HOV project and the additional funding is needed for the L303 projects.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The resources required for the construction of this project is consistent with the proposed funding levels.

POLICY: There is no fiscal impact on the MAG Freeway Program.

ACTION NEEDED:
Recommend approval of the request to decrease STAN funding by $12.2 million for the L101 from Tatum Boulevard to Princess Drive project and increase the funding by $12.2 million for the L303 project that includes crossings at Bell Road, Cactus Road, and Waddell Road.

PRIOR COMMITTEE ACTIONS:
This item is on the November 12, 2008, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

CONTACT PERSON:
Eric Anderson, MAG, 602-254-6300.

Agenda Item #8

MARICOPA
ASSOCIATION of
GOVERNMENTS

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October 28, 2008

TO: Members of the MAG Regional Council

FROM: Mayor Mary Manross, Scottsdale, Chair

SUBJECT: SOLICITATION OF NOMINATIONS FOR BUSINESS REPRESENTATIVES ON THE TRANSPORTATION POLICY COMMITTEE

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members to the Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On December 31, 2008, the terms of two of the TPC business members will expire. **We are requesting that possible names for consideration be submitted to MAG by November 7, 2008, for consideration at the November 19, 2008, TPC meeting and the December 3, 2008, Regional Council meeting.**

One of the two business members must represent construction interests. This is defined in state law as "a company whose primary function consists of building freeways, highways or major arterial streets." The other business member would represent regionwide business. The law defines regionwide business as "a company that provides goods or services throughout the county." State law provides that members serve six-year terms of office.

It is anticipated that input on these names will be provided at the November 19, 2008, TPC meeting and a recommendation made by the Regional Council at its December 3, 2008, meeting. The list of TPC members is attached for your information. The business representatives whose terms will expire are indicated with an asterisk (*). If you have any questions regarding this process for submitting names for consideration, please contact Dennis Smith at the MAG office.

cc: Transportation Policy Committee
MAG Management Committee
Intergovernmental Representatives

Transportation Policy Committee - as of October 2008

Mayor Steven Berman, Chair
Town of Gilbert

Mayor Marie Lopez Rogers, Vice Chair
City of Avondale

Councilmember Ron Aames
City of Peoria

Mr. Kent Andrews
Assistant Community Manager
Salt River Pima-Maricopa Indian Community

Councilmember Maria Baier
City of Phoenix

Vice Mayor Gail Barney
Town of Queen Creek

Mr. Stephen Beard
Managing Partner
SR Beard & Associates

Mr. Dave Berry
Vice President
Swift Transportation

*Mr. Jed S. Billings
President & Chief Executive Officer
FNF Construction

Mayor James Cavanaugh
City of Goodyear

Mayor Boyd Dunn
City of Chandler

Mayor Hugh Hallman
City of Tempe

Mr. Eneas Kane
Executive Vice President & Chief Operating Officer
DMB Associates

*Mr. Mark Killian
The Killian Companies/Sunny Mesa, Inc.

Mayor Mary Manross
City of Scottsdale

Mr. David Martin
Chair, Citizens Transportation Oversight Committee

Mayor Jackie Meck
Town of Buckeye

Mr. David Scholl
Senior Vice President, Development, Retired
Westcor

Mayor Elaine Scruggs
City of Glendale

Mayor Scott Smith
City of Mesa

Mayor Lyn Truitt
City of Surprise

Supervisor Max W. Wilson
Maricopa County

Mr. Felipe Zubia
State Transportation Board

Terms of Appointments of Business Representatives to the Transportation Policy Committee
Years are calendar years - January 1 through December 31

Legend:

2005 appointments	
2007 appointments	

		2005	2006	2007	2008	2009	2010	2011	2012
H	**Berry** (Freight)	YEAR 1	YEAR 2	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6
H	**Kane** (Regionwide business)	YEAR 1	YEAR 2	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6
S	**Billings** (Construction)	YEAR 1	YEAR 2	YEAR 3	YEAR 4				
S	***Killian** (Regionwide business)	YEAR 1	YEAR 2	YEAR 3	YEAR 4				
H	**Beard** (Transit)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6		
S	**Scholl** (Regionwide business)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6		

* Appointed in 2006 to serve the remainder of the term vacated by Kirk Adams.

Criteria for Appointments of Business Representatives to the Transportation Policy Committee:

Six business members of the TPC represent regionwide business interests. The law defines regionwide business as "a company that provides goods or services throughout the county."

- Three of the six business members represent regionwide business interests ("Regionwide business" indicates regionwide business representatives)
- One of the six business members must represent transit interests ("Transit" indicates transit representative)
- One of the six business members must represent freight interests ("Freight" indicates freight representative)
- One of the six business members must represent construction interests ("Construction" indicates construction representative)

The President of the Senate and the Speaker of the House of Representatives shall each appoint three members to the committee.

- "S" indicates appointees of the President of the Senate
- "H" indicates appointees of the Speaker of the House of Representatives

Appointments are for six year terms, with the exception of the initial 2005 appointments, when the appointees drew lots of two, four, and six years.

The Chairman of the Regional Planning Agency may submit names to the President of the Senate and Speaker of the House of Representatives for consideration for appointment to the Transportation Policy Committee.