

March 17, 2008

TO: Members of the MAG Transportation Review Committee

FROM: Tom Callow, City of Phoenix Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, March 27, 2008, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

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

Members of the MAG Transportation Review Committee may attend **in person, via videoconference or by telephone conference call**. Those attending by videoconference must notify the MAG office three business days prior to the meeting. Those attending by telephone conference call are requested to call (602) 261-7510 between 9:55 a.m. and 10:00 a.m. on the date of the meeting. After the prompt, please enter the meeting ID number 6872 (MTRC) on the telephone keypad followed by the pound key. If you have a problem or require assistance, dial 0 after calling the number above.

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

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG TRC. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. If you have any questions or need additional information, please contact Eric Anderson or Christina Hopes at (602) 254-6300.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>	
2. <u>Approval of Draft February 28, 2008 Minutes</u>	2. Approve Draft minutes of the February 28, 2008 meeting.
3. <u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.	3. For information and discussion.
4. <u>Transportation Director's Report</u> Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information and discussion.

ITEMS TO BE HEARD

5. <u>ADOT Red Letter Process</u> In June of 1996, the MAG Regional Council approved the ADOT Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from July 1, 2007, to December 31, 2007. Upon request any of the notices can be removed from the consent agenda and returned for action at a future meeting. Please refer to the materials in Attachment One.	5. For information and discussion.
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6. ADOT Requested Change to STAN Projects

ADOT has requested that a small change in the funding from the State Transportation Acceleration Needs (STAN) account (STAN) that was approved by MAG in December 2006 be modified slightly to decrease the funding by \$1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by \$500,000 each for the L303: Bell Road Crossing and for the L303: Cactus and Waddell Road Crossing projects. This has determined that the \$1.0 million is not required to complete the I-10 project and the additional funding is needed for the L303 projects. There is no fiscal impact on the MAG Freeway Program.

7. Interim Closeout of the Federal Fiscal Year (FFY) 2008 MAG Federally Funded Program

The Closeout process for FFY 2008 is underway. The current Closeout guidelines, approved by the Regional Council in 1995 and slightly revised in 1996 and 2001, are attached for review. These guidelines are in the process of being updated; however, the update is not complete at this point. Member agencies should notify MAG staff of projects being deferred to next FFY. Attachment Two includes a memo and a chart needed for the deferral notification. Member agencies should submit requests for projects to utilize these funds by the end of the Federal Fiscal Year, in particular, current TIP projects that can be advanced. The deadline to notify MAG of project deferrals and submit projects for closeout is April 18, 2008. Attachment Two also includes the Project Submittal form. All of this information can be found on the MAG Transportation Improvement Program (TIP) website at:

<http://www.mag.maricopa.gov/project.cms?item=413>.

6. Discussion and recommendation to approve the ADOT request to decrease the funding by \$1.0 million for the I-10: Sarival to Verrado Way project and increase the funding by \$500,000 each for the L303: Bell Road Crossing and for the L303: Cactus and Waddell Road Crossing projects.

7. Information, discussion, and possible recommendations on priorities for utilizing available MAG federal funds in the FY 2008 closeout process.

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

The FY 2008-2012 TIP was approved by Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed amendments and administrative modifications to the FY2008-2012 TIP are listed in Table A. An administrative modification does not require a conformity determination. Please refer to Attachment Three.

9. Commuter Rail Strategic Plan

Since February 2007, MAG has been working on a Commuter Rail Strategic Plan that will establish a framework for implementing commuter rail service in Maricopa County and northern Pinal County. A draft of the plan was published on February 22nd and reviewed at a public meeting on March 6th. A briefing will be provided about the results and implementation steps that have been generated on the project. Please refer to Attachment Four.

10. Member Agency Update

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

11. Next Meeting Date

The next regular TRC meeting will be scheduled Thursday, April 24, 2008 at 10:00 a.m. in the MAG Office, Saguaro Room.

8. For information, discussion and possible recommendation to approve amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached table.

9. For information, discussion, and possible recommendation to 1) accept the findings of the Commuter Rail Strategic Plan as the guiding implementation framework for commuter rail in the MAG region and 2) to approve that MAG move forward with a corridor development plan for the BNSF Railway/Grand Avenue corridor, as called for in the Commuter Rail Strategic Plan.

10. For information and discussion.

11. For information and discussion.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

February 28, 2008

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

MEMBERS ATTENDING

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

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

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott,
RPTA
*Street Committee: Darryl Crossman, City
of Litchfield Park

*Pedestrian Working Group: Eric Iwersen,
City of Tempe
*ITS Committee: Mike Mah

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

OTHERS PRESENT

Eric Anderson, MAG
Dean Giles, MAG
Roger Herzog, MAG
Kyunghwi Jeon, MAG
Sarath Joshua, MAG
Vladimir Livshits, MAG
Nathan Pryor, MAG
Roger Roy, MAG
Steve Tate, MAG
Lavanya Vallabhaneni, MAG

Eileen O. Yazzie, MAG
Diane Arnst, ADEQ
Tami Ryall, Town of Gilbert
Greg Montes, City of Glendale
Brent Stoddard, City of Mesa
Tom Remes, City of Phoenix
Arun Kuppam, Cambridge Systematics
Jack Lynch, Olsson Associates
Paul Ward, Olsson Associates
Kwi-Sung Kang, ADOT

1. Call to Order

Mr. Tom Callow from the City of Phoenix called the meeting to order at 10:05 a.m.

2. Approval of January 31, 2008 Draft Minutes

Mr. Callow asked if there were any changes or amendments to the meeting minutes. Mr. Scott Lowe from the Town of Buckeye requested that the minutes be revised to reflect Mr. Steve Borst's attendance for Mr. Lowe via audio-visual conference at the January Committee meeting. Mr. Dave Meinhart from the City of Scottsdale moved to approve the minutes with the requested revisions, and Mr. John Hauskins from Maricopa County seconded. The minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Callow asked if any cards requesting to speak on any item not included in the Committee's agenda had been submitted. None had been received, and Mr. Callow moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Eric Anderson, the MAG Transportation Director, presented the Transportation Director's Report. The first item on Mr. Anderson's report was Regional Area Road Fund (RARF) revenues. Mr. Anderson informed the Committee that January RARF revenues had decreased seven percent from January 2007 and were 11 percent lower than forecasted for the month. Mr. Anderson remarked that this decrease was the largest to date. He also informed the Committee that year-to-date RARF revenues were down 1.2 percent below the previous year and 4.4 percent lower than forecasted.

Next, Mr. Anderson announced that the Regional Council adopted the revised Highway Acceleration Policy at the January 30th meeting. He added that the revised policy should be an improvement over the previous policy. Mr. Anderson informed the Committee that the first exercise of the revised policy would occur in March with the City of Peoria advancing the widening of the Union Hills interchange bridge. According to Mr. Anderson, the City of Peoria applied for a Help Loan from the Arizona Department of Transportation (ADOT) that had tentatively been approved. The estimated cost for the project is \$10 million.

The final item on the Transportation Director's Report was Building a Quality Arizona (BQAZ) and the status of a potential statewide vote. He stated he would be meeting with ADOT and a representative from the Governor's Office for a monthly status report meeting and announced that ADOT had launched all the BQAZ framework studies throughout the state.

Mr. Anderson reported that he had received numerous inquiries about a statewide vote. Discussions on a potential vote have included whether to hold a vote in November 2008 or 2009, revenue sources, types of projects and the division of projects geographically and by mode. According to Mr. Anderson, several of these issues have not been addressed yet, which would make a vote in November, in his opinion, practically impossible. He continued adding that a statewide initiative would also be unlikely due to the number of signatures required.

Mr. Callow asked the Committee if there were any questions or comments about Mr. Anderson's report. There were none, and this concluded the Transportation Directors' Report.

5. CMAQ Funded Projects in the MAG 2008-2012 TIP

Mr. Callow invited Ms. Eileen Yazzie from MAG to present on Congestion Mitigation and Air Quality (CMAQ) funded projects in the MAG 2008 -2012 Transportation Improvement Program (TIP). Ms. Yazzie provided a brief history of the Energy Independence and Security Act, which was signed in December 2007 and established an 80 percent minimum match requirement for CMAQ funds. She announced that since the Committee meeting in January, the Federal Highway Administration (FHWA) released an action memo to local offices, which implemented the requirement as of December 20, 2007. Ms. Yazzie reported that currently obligated projects are not affected by this change. She noted that currently there are three projects obligated by ADOT that have not been authorized by FHWA because the projects did not meet the 80 percent minimum match.

Ms. Yazzie reported that once MAG became aware of the issue on January 28, 2008, MAG staff had been analyzing two strategies to address the issue: a legislative effort and a reprogramming effort. Ms. Yazzie then invited Mr. Nathan Pryor from MAG to brief the Committee about a potential legislative fix. Mr. Anderson interjected that MAG staff had inquired if the 80 percent match could be achieved by using other federal funds, such as STP-MAG funds, and had been informed that the mixing of funds for this purpose was not allowed.

Mr. Pryor stated that MAG had been working with the Arizona Congressional Delegation on a legislative fix to the issue. He stated that Congressmen Harry Mitchell, Ed Pastor, and John Shadegg from Arizona had been briefed on the situation and the impact to the MAG region. Mr. Pryor reported that Congressman Mitchell's office had potentially identified two approaches that included exemption and/or grandfather language. Mr. Pryor also reported that Congressman Mitchell's office was attempting to identify bills moving through the US House of Representatives as potential vehicles for the language.

Mr. Callow inquired how grandfather language might work and if it would cover projects currently programmed in the TIP. Mr. Pryor explained that the options are in the early stages of development and that precise language had not been determined at this time. Mr. Anderson explained that MAG is in a unique position because of the management and size of our CMAQ Program. Mr. Wulf Grote from Valley Metro expressed concern about the impact the match requirement would have on projects programmed outside the current TIP.

Mr. Callow asked if there were any additional questions or comments about the update provided

by Mr. Pryor. There were none, and Mr. Callow invited Ms. Yazzie to continue with her presentation. Before continuing, Ms. Yazzie explained that due to timing, MAG staff is concurrently working on multiple approaches to this issue due to timing. She added that waiting for a legislative fix that may not occur would cause a significant setback if reprogramming of CMAQ projects was required.

Ms. Yazzie informed the Committee that the current provision only applies to projects programmed in 2008 and 2009 and that the impact to projects programmed in 2010 - 2012 were unknown at this point. Mr. Anderson cautioned that discussions at the federal level indicated the provisions may be extended to future projects, particularly if the provision was included in a reauthorization bill. Ms. Yazzie continued explaining the 80 percent match requirement applies to actual not estimated project costs. As a result, MAG would need to revise applications to require more detailed project cost information. She mentioned that one option would be to create a 10 percent contingency fund for CMAQ projects to address project cost increases.

Ms. Yazzie stated that over 70 percent of projects programmed in the 2008-2012 TIP did not meet the match requirements. She then provided an update on the status of local sponsored CMAQ projects programmed in the 2008 - 2012 TIP. Of the 164 projects programmed, 149 do not meet the 80 percent match requirement. This includes 27/28 air quality projects; 28/33 bicycle projects; 56/61 Intelligent Transportation System (ITS) projects; 29/32 pedestrian projects; and 9/10 street projects.

Ms. Yazzie explained the street projects were included prior to the development of the Regional Transportation Plan (RTP). Mr. David Moody from the City of Peoria asked if projects, which were funded in the past and carried over, would be affected by the new provisions. Ms. Yazzie explained that according to the FHWA, the provisions applied to CMAQ projects at the time of obligation not funding.

Next, Ms. Yazzie reported that 22 of 75 MAG, ADOT, and transit projects programmed do not meet the 80 percent match. The distribution of projects included 1/28 air quality projects; 6/6 bicycle projects; 7/21 ITS projects; 1/1 pedestrian project; and 7/18 transit projects. Ms. Yazzie reported that none of the freeway projects were impacted by this issue.

Ms. Yazzie directed the Committee's attention to a handout on projects programmed in 2008. The handout illustrated that of the local sponsored CMAQ projects programmed for 2008, seven were obligated and 26 were likely to be obligate. The handout indicated that 16 projects did not meet the 80 percent match requirement for a difference in CMAQ funding of \$8.45 million. Finally, the handout indicated that 30 of 33 projects programmed under the 80 percent match were unlikely to or would not obligate in 2008.

At this point, Ms. Yazzie provided an overview of the work required in reprogramming projects to meet the 80 percent match, which included running air quality conformity analysis and obtaining approval of the reprogramming through the MAG Committee process. Then, Ms. Yazzie asked the Committee for their assistance in developing a strategies to address the issue. Potential ideas presented by Ms. Yazzie included the formation of a subcommittee of the Transportation Review Committee or of a Working Group. Ms. Yazzie also asked the

Committee to discuss if the potential reprogramming should focus on projects programmed in 2008 and/or 2009 or for projects programmed from 2008 to 2012.

Mr. Moody inquired if the law required the 80 percent match for each work phase of the project. He provided an example of project funded at 100 percent with local funds for design and right-of-way acquisition and a minimum 80 percent CMAQ match for construction. Mr. Anderson replied that he believed jurisdictions could break out construction as a stand alone project. Discussion followed.

Several Committee members, including Mr. Moody and Mr. Grote, asked MAG staff to verify if jurisdictions could fund select work phases with CMAQ funds in lieu of funding all work phase related to the project. Mr. Anderson stated that MAG staff would contact FHWA to obtain clarification on the definition of a project. Discussion continued.

Mr. Meinhart inquired how the changes impacted the Regional Transportation Plan (RTP). Mr. Anderson explained that policies in the RTP establishing a 70 percent maximum match would need to be modified. Ms. Yazzie added that these policies apply to streets, ITS, and bicycle/pedestrian projects.

Mr. Anderson announced that one of the implications of the new provision was that MAG staff would be postponing the development of the 2009-2013 Transportation Improvement Program. He added that projects on the list to be included in a future TIP would not be removed. However, MAG staff believed it was prudent to address currently programmed projects before adding additional projects to the TIP. Discussion followed.

Mr. Meinhart suggested that the initial focus should be on projects programmed in 2008 while being cognizant of the impact on projects programmed in 2009-2012. He added that meetings should occur more frequently monthly in order to resolve the issue. Mr. Callow recommended that MAG staff establish a working group to address the issue, and Mr. David Fitzhugh from the City of Avondale concurred. Discussion continued.

In response to the discussion, Ms. Yazzie asked the Committee how frequently the working group should meet. Discussion followed, and the Committee agreed that meetings should occur on a weekly or bi-monthly basis. Next, Ms. Yazzie asked what specific information the Committee members and working group would need for future discussions. Several Committee members requested that the definition of a project be determined within the next week. Finally, Ms. Yazzie asked the Committee what the goals and priorities of the working group should be. Mr. Moody encouraged Ms. Yazzie to have the working group focus on 2008 projects at the first meeting before proceeding to 2009 projects.

In conclusion, Ms. Yazzie announced that a draft of the Federal Funding Programming Principles incorporating comments from the working group was available. Ms. Yazzie asked the Committee if she should disseminate the draft or wait until the CMAQ programming issue was addressed given the potential impact on the programming principles. Mr. Moody suggested that Ms. Yazzie wait, and the Committee concurred.

Ms. Yazzie inquired if there were any additional comments or questions about the agenda item.

Mr. Lance Calvert from the City of El Mirage expressed confidence in the ability of MAG staff to find a resolution to this issue that would result in the completion of all of the currently programmed projects. Mr. Callow asked if there were any additional questions or comments. There were none, and this concluded Ms. Yazzie's report.

6. 2007 MAG Internal Truck Travel Survey and Truck Model Development Study

Mr. Callow invited Ms. Lavanya Vallabhaneni from MAG to present on the 2007 MAG Internal Truck Travel Survey and Truck Model Development Study. Ms. Vallabhaneni thanked the Committee and explained that she was the project manager for the truck travel survey and truck model development study. She informed the Committee that the project was conducted from November 2006 to December 2007. Ms. Vallabhaneni stated the purpose of the study was to update the current truck travel model. The study area included Maricopa, Pinal, and Yavapai counties.

Ms. Vallabhaneni reported that MAG's truck model historically had been used as a key reference and case study by FHWA for their *Quick Response Freight Manual*. In conducting the 2007 study, MAG staff conducted a review of the existing truck model. The review included facilitated improvements to data collection techniques, trip generation, distribution and the assignment of trucks as well as a literature review on the current state of the practice. In addition, MAG staff reviewed state of the art truck travel modeling techniques.

Based on the review and a discussion of the pros and cons of multiple models, Ms. Vallabhaneni reported that the three-step truck modeling approach was recommended to improve the internal truck travel model. Generally, three vehicle classes are used: light (less than 8,000 lbs.), medium (8,001 to 28,000 lbs.), and heavy (more than 28,000 lbs.). However, the new model follows the FHWA vehicle configuration for modeling trucks. The FHWA vehicle classification stratified trucks into 13 classes:

- Light - FHWA Class 3 (2 axles with 4 tires);
- Medium – FHWA Class 5-7 (2 or more axles with 6 or more tires); and,
- Heavy - FHWA Class 8-13 (3 or more axles with 6 or more tires).

Ms. Vallabhaneni explained that the FHWA vehicle configuration was recommended because results could be compared directly to the vehicle classification count data.

At that point, Ms. Vallabhaneni invited Mr. Arun Kuppam from Cambridge Systematics to discuss the survey methodology used in greater detail. Mr. Kuppam reported that multiple data collection procedures were used for the study. Procedure types were geared towards specific sectors as travel behaviors varied between the different sectors. For the manufacturing and warehouse sectors, operator surveys were administered. This required contacting the drivers by phone at terminals and distribution centers. Truck trip diaries were used for delivery services, mail/parcel services, and construction and retail sectors. Drivers were asked to record the location and number of stops made during the day.

Then, Mr. Kuppam explained that data collection for safety services, utility companies, and the public sector was very difficult. As a result, data was gathered from a national databases. According to Mr. Kuppam, once data was collected, trip generation was determined by land use,

production, and attraction. He added that a gravity model was used to analysis the data.

In conclusion, Mr. Kuppam summarized the findings of the Truck Travel Survey. He reported that the use of multiple sample sources increased both response and eligibility rates. Of the data collection methods used, Mr. Kuppam stated that trip diaries were found to be the optimal method to obtain detailed trip data from sectors making numerous trips to various locations in a typical day. In addition, he reported that a comparison of the truck assignments from the new truck model against the counts validated well. Finally, he reported that heavy trucks trips occurred more often than medium truck trips.

After the presentation, Mr. Hauskins inquired why 30,000 lbs was used to differentiate between medium and heavy trucks. Mr. Kuppam responded that the weight of the vehicle was not used in the new model for classification purposes. Instead, the number of axles and tires on the truck were used to determine the proper classification. In closing, Ms. Vallabhaneni announced that the final report for the survey was available for download from transportation section of the MAG website.

Mr. Callow thanked Mr. Kuppam and Ms. Vallabhaneni for their presentation, and asked the Committee if there were any questions or comments on the agenda item. There were none, and this concluded Ms. Vallabhaneni's presentation.

7. Member Agency Update

Mr. Callow asked members of the Committee whether they would like to provide updates; address any issues or areas of concern regarding transportation at the regional level; and asked whether any members in attendance would like to address recent information that was relevant to transportation within their communities. There were none, and this concluded the Member Agency Update.

8. Next Meeting Date

Mr. Callow informed members in attendance that the next meeting of the Committee would be held on March 27, 2008. There being no further business, Mr. Callow adjourned the meeting at 11:15 p.m.

ATTACHMENT ONE



**Arizona Department of Transportation
Intermodal Transportation Division**

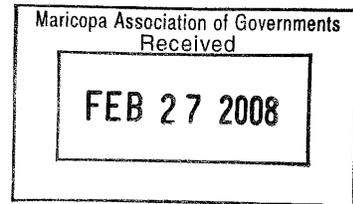
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Sam Elters
State Engineer

Victor M. Mendez
Director

February 26, 2008



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

Re: Red Letter Report - Notifications from July 1, 2007 to December 31, 2007

Dear Mr. Smith:

Below is a list of "Red Letter" notices received in our office from the period of July 1, 2007 to December 31, 2007. During this period, notifications were received from local municipalities as well as various Developers, Architects, Engineers and Attorney's.

<u>LOCAL AGENCIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
City of Avondale	11	03
Town of Buckeye	07	03
City of Chandler	34	05
Town of Gilbert	41	0
City of Glendale	04	02
City of Goodyear	77	21
Maricopa County	48	12
City of Mesa	25	15
Miscellaneous Agencies	47	02
City of Peoria	26	07
City of Phoenix	93	39
State Land	16	07
City of Surprise	112	13
City of Tempe	07	01
Total Received	548	130

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



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Mr. Dennis Smith
February 26, 2008

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

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

Please feel free to contact my office should you have any questions or need current information regarding the South Mountain Freeway (202L), I-10 Reliever, 303L South of I-10, or any other highway corridors. I can be reached at (602) 712-7900 or 205 S. 17th Avenue, MD 612E. Phoenix, Arizona 85007.

Sincerely,



John Eckhardt III, Manager
Right of Way Project Management

JE/ac

cc: Victor Mendez, Director. ADOT



MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF RED LETTERS

Of the 548 notices received 130 had an impact on the State's Highway System. Those 130 notices are summarized as follows:

AVONDALE:

1. SWC I-10 & 117th Avenue, received notice of a Public Hearing on the City's General Plan. Advised the City the proposed project was within the I-10 relief corridor which is currently under study. Requested copies of the development plans.
2. I-10 & 119th Avenue, received a Rezoning Application regarding a PAD. Advised the City the proposed development was in alignment of the study corridor for the I-10 widening project. In addition the proposed plan was within 20 feet of the existing Right of Way to I-10 that is subject to a future taking by ADOT for widening.
3. I-10 & 99th Avenue, received notification of a Public Hearing regarding amendments to the City's General Plan. Advised the City the proposed development was in alignment of the study corridor for the I-10 widening project. Requested copies of development plans. Recommended the Developer contact ADOT's Phoenix District Office to prevent any encroachment/access or drainage issues.

BUCKEYE:

1. Riggs Road & SR 85, received notice of a Public Hearing. Recommended the City contact ADOT's Right of Way Coordinator due to the proximity of the project to SR 85.
2. I-10 & Dean Road, received notice of a Zoning Change from an Architect Firm. Requested copies of the plans due to the proximity of the project to I-10, to verify no encroachment, access or drainage problems existed.
3. I-10 & Miller Road, received notice from a Real Estate Company regarding a parcel near I-10. Advised the City the parcel was within ADOT's plans to widen the median from SR 85 to Verrado Way. Requested copies of the plans from the developer for further review.

CHANDLER:

1. SR 87 & 202L, received second notice of an Amended Rezoning PAD. Advised the City of ADOT's concerns, since the Development abuts the 202L. Requested they keep ADOT apprised of this development through all planning stages to ensure no access/encroachment or drainage issues existed.



2. SR 87 & 202L, received copies of Preliminary Plat. Advised the City of ADOT's concerns since the development abuts SR 87. Requested they keep ADOT apprised of this development through all planning stages to ensure no access/encroachment or drainage issues existed.
3. 202L & Alma School Road, received copies of Final Plat. Requested the Developer contact ADOT's Right of Way Coordinator to be kept apprised of development through all planning stages. Advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
4. SWC of Pecos Road & Dobson, received copies of Preliminary Plat. Due to proximity of project to 202L advised the City a permit would be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
5. SEC of El Alba & 101L, received notice of a Zoning Change. Advised City due to proximity of project to the 101L a permit could be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

GILBERT:

No notices received that had an impact to the State Highway System.

GLENDALE:

1. 101L & Bethany Home, received a letter from a Law Firm regarding a Zoning Change and General Plan Amendment. Advised the City due to the proximity of project to 101L a permit could be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.
2. 101L & McDowell Road, received a letter from a Law Firm regarding a Zoning Change and General Plan Amendment. Advised the City due to proximity of project to 101L a permit could be required to access ADOT's Right of Way. Provided contact information for obtaining a permit.

GOODYEAR:

1. SEC of Bullard Avenue & McDowell, received copy of Site Plat. Provided permits contact information if access was needed to ADOT's Right of Way. Requested to review all plans when available to ensure no access, encroachment or drainage issues existed.



2. Cotton Lane & Lower Buckeye Road - Phase 1, received Final Plat. Advised the City the project was within the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
3. Cotton Lane & Lower Buckeye Road - Phase 2, received Final Plat. Advised the City the project was within the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
4. I-10 & Litchfield Road, received second notice of Preliminary Site Plan. Advised the City they would have to obtain a permit to construct a proposed 6' masonry fence to access ADOT's Right of Way. Provided contact information for obtaining a permit and website link for further information.
5. Sarival & Lower Buckeye Road, received copy of Final Plat. Advised the City the project was in alignment for the I-10 reliever. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
6. Cotton Lane & Lower Buckeye Road - Phase 1 Parcel 4, received copy of Final Plat. Advised the City the project was in alignment of the future 303L. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
7. NWC of Broadway & Perryville Road, received Final Plat. Advised the City the project was in alignment of the study Corridor for SR 801. Requested the developer keep ADOT apprised of the development through all planning stages.
8. SEC of Perryville Road & Broadway, received an email a Developer attaching a copy of their Site Plan. Advised the City the proposed project was in the study corridor for the 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator so they can be kept apprised of the development through all planning stages.
9. Citrus Road & Broadway - Phase 3 Parcel 1F, received copy of Final Plat. Advised the City the proposed project was in the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator.
10. Elwood Road & Cotton Lane - Phase 3 Parcel 5, received copy of Final Plat. Advised the City the proposed project was in the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator.



11. Elwood Road & Cotton Lane - Phase 2, Parcel 1C, received copy of Final Plat. Advised the City the proposed project was in the study corridor for the future 303L. Requested the developer contact ADOT's Right of Way Coordinator.
12. 161st Avenue & Eddie Albert Way, received copy of Site Plan. Advised the City the proposed project was in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.
13. NEC of MC 85 & Sarival, received copy of Site Plan . Advised the City project was located in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.
14. 169th Avenue & Commerce Drive, received copy of Site Plan. Advised the City the project was located in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.
15. 157th Avenue & Elwood Street, received copy of Site Plan . Advised the City the project was located in the study corridor for the future 303 Extension & SR 801. Requested the developer contact ADOT's Right of Way Coordinator.
16. NEC of Bullard Avenue & Van Buren, received copy of Preliminary Plat. Advised the City the development was in the proximity of the I-10 widening project. Requested they contact ADOT's Valley Project Management Section to prevent any encroachment to our Right of Way.
17. NEC of Broadway & Perryville Road, received notice of a Rezoning Application. Advised the City the proposed plan was located in the 801 study corridor. Requested they keep ADOT apprised of development through all planning stages.
18. SWC of Cotton Lane & Yuma Road, received Site Plan. Advised the City the proposed project would be affected by the future 303L which is currently under study, stating additional Right of Way would be required, noting ADOT's final Right of Way limits were not know at this time. Requested they contact ADOT's Right of Way Coordinator.
19. SWC of I-10 & Litchfield Road, received notice of a Rezoning Application. Requested copy of Site Plans, due to the proximity of the project to I-10, for further review.
20. SWC I-10 & Litchfield Road, received copy of Plat. Advised the City of permit requirements to access ADOT's Right of Way. Provided contact information.



21. SWC I-10 & Litchfield Road, received copy of Preliminary Site Plat. Due to proximity of project to I-10 advised the City of permit requirements to access ADOT's Right of Way, Provided contact information.

MARICOPA COUNTY:

1. I-10 & 339th Avenue, received notification of a Development Master Plan. Requested the County send copies of the plans when available for review, due to the proximity of project to I-10.
2. SEC of Avondale Boulevard & Southern, received notice of a Special Use Permit. Advised the County ADOT was in the process of studying a project in this area. Requested they contact ADOT Valley Project Management Section to keep them apprised of development through all planning stages.
3. I-10 & Wintersburg Road, received notice of a Comprehensive Plan. Requested copies of plan to review due to proximity of project to I-10. Provided access/encroachment permit contact information.
4. 127th Avenue & Southern, received notice of a Special Use Permit. Requested copies of plans from the County and recommended they contact ADOT Valley Project Management Section, so they can be kept apprised of the development through all planning stages.
5. SWC of 227th Avenue & Grand Avenue, received notice of a Zoning Change. Requested copies of the plans when available for review to ensure there would be no access or encroachment issues.
6. 7700 Block of 99th Avenue, received notice of a Minor Amendment to a Special Use Permit. Advised the County of ADOT's permit requirements to access ADOT's Right of Way. Provided contact information for obtaining a permit.
7. I-8 & Painted Rock Dam Road, received notice of a Proposed Plan from a Developer. Advised the County that the developer had been in contact with ADOT's District Office in Yuma regarding their plans and any permits needed.
8. 391st Avenue & Wintersburg Road, received notice of a Zoning Change from a Law Firm. Advised them due to the proximity of the proposed plan to I-10 a permit would be required to access our Right of Way. Provided contact information for obtaining a permit.
9. 391st Avenue & Wintersburg Road, received copy of a Master Plan from the County. Advised the County, due to the proximity of the project to I-10 a permit would be required to access our Right of Way. Provided contact information for obtaining a permit.



10. SWC of Northern Avenue & SR 303, received notice of a Plan of Development. Advised the County the project could be affected by the future widening of 303L Right of Way. A meeting was held with the developer's Attorney and ADOT's Right of Way Coordinator to discuss their proposed plan. Recommended the County contact ADOT's Right of Way Coordinator.
11. SR87 Goldfield Ranch, received copies of letters from an Attorney and local citizens regarding a recent Public Meeting concerning the proposed project. Advised both parties of current construction improvements along SR 87. Provided permit requirements and contact information if access was needed to ADOT's Right of Way.
12. SR87 Goldfield Ranch Area Plan Update. Received notice of a second Public Hearing on proposed project. Advised the County of current construction along SR 87, along with permit requirements and contact information.

CITY OF MESA:

1. NWC of US 60 & Crimson Road, received notice of a Zoning Change. Requested copy of development plans for further review.
2. SWC of Thomas Road & Recker Road, received notice of a Zoning Change. Requested copy of development plans for further review.
3. Williams Gateway Airport, received notice from an Engineering Firm of a proposed project. Advised the City and Engineering Firm of ADOT's future plans with SR 802, which is in one of the alignments to their development. Recommended they contact ADOT's Right of Way Coordinator.
4. NEC of 8th Street & Dobson, received copy of Site Plan regarding a Zoning Change. Requested copy of development plans for further review.
5. SEC of 202L & Warner Road, received notice of a Use Permit & Zoning Change for a "Landmark Sign". Advised the City of ADOT's sign requirements for outdoor advertising. Provided contact information for obtaining a sign permit.
6. SEC of Crismon Road & Hampton Road, received notice of a Zoning Change. Requested copy of development plans for further review.



7. US60 & Crismon, Road, received notice of a Public Meeting from an Acquisition Firm in California. Requested copy of plans from the Developer. Advised the City of ADOT's encroachment/access guidelines and provided contact information due to the proximity of the project to US 60.
8. US 60 & Superstition Springs Road, received a letter from the Developer regarding a Design Review Meeting. Requested copy of plans for further review due to the proximity of the project to US 60.
9. NWC of US 60 & Alma School Road, received notice of a Use Permit regarding a Landmark Sign from a Developer. Advised the Developer of ADOT's sign requirements for outdoor advertising. Provided contact information for obtaining a sign permit.
10. Virginia Street East of Greenfield Road, received copy of Site Plan. Advised the City of ADOT's encroachment guidelines, provided permit contact information.
11. 55th Street & Thomas Road, received copy of Zoning Site Plan. Advised the City of ADOT's encroachment guidelines, provided permit contact information.
12. NWC of 202L & Recker Road, received copy of Zoning Site Plan & General Plan. Due to proximity of plan to 202L, advised the City of ADOT's encroachment guidelines, provided permit contact information.
13. US 60 & Supersition Springs Road, received second notice of a Public Hearing regarding a proposed plan. Due to the proximity of the plan to US60, advised the City of ADOT's encroachment guidelines, provided permit contact information.
14. NWC of 202L & Recker Road, received second notice of proposed plan from Developer's Architect Firm. Due to proximity of plan to 202L, advised the City of ADOT's encroachment guidelines, provided permit contact information.
15. SWC of Thomas & Recker Road, received notice of Zoning Change of proposed plan. Advised the City of ADOT's encroachment guidelines, provided permit contact information.

MISCELLANEOUS – LOCAL PUBLIC AGENCIES

1. NEC I-10 & Florence Boulevard received and reviewed Site Plan from City of Casa Grande. Due to the proximity of the plan to I-10 advised the City of ADOT's encroachment guidelines, provided permit contact information.



2. "Sedona Community Plan", received notice of Minor Amendment to the Town of Sedona's Community Plan. Referred the Town of Sedona to ADOT's District Office in Flagstaff, so they can be apprised of the development through all planning stages.

CITY OF PEORIA:

1. 101L & Olive Avenue, received notice of Site Plan. Due to the proximity of the plan to 101L, advised the City of ADOT's encroachment guidelines, provided permit contact information.
2. "Major General Plan Amendment" received from the City. Due to the wide scope of the Plan requested copies of all development plans for further review. Provided encroachment guidelines and permit contact information.
3. SWC of 83rd Avenue & Peoria, received notice of Zoning Change. Requested copy of plans from Developer for further review due to US60 widening project in area.
4. 84th Avenue & Peoria, received notice of Conditional Use Permit. Requested copy of plans for further review due to US60 widening project in area.
5. 101L between Thunderbird & Greenway Road, received notice of a Trailhead Plan from the US Army Corps of Engineer. Advised the City of a possible need for a 404 Permit. Provided encroachment guidelines and permit contact information if access to Right of Way was needed.
6. NWC of 101L & Northern Avenue, received Amended Site Plan. Provided encroachment guidelines and permit contact information if access was needed to Right of Way due to the proximity of the project to 101L.
7. NEC of 101L & Peoria Avenue, received copy of Site Plan. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.

CITY OF PHOENIX:

1. SEC of 101L & 19th Avenue, received Sewer Plans from Engineering Firm. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.
2. SWC of 56th Street & Deer Valley Road, received copy of Site Plan. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.

3. NWC of 91st Avenue & Thomas Road, received copy of Preliminary Site Plan from City. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.
4. NWC of 91st Avenue & Thomas Road, received copy of Site Plan. Provided encroachment guidelines and permit contact information if access to Right of Way was needed due to the proximity of the project to 101L.
5. NWC of 25th Avenue & Virginia, received an email from the City advising ADOT of a proposed project for a Multi-Family Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
6. NWC of 25th Avenue & Hayward Avenue, received an email from the City advising ADOT of a proposed project for a Multi-Family Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
7. NWC of 25th Avenue & Dunlap, received an email from the City advising ADOT of a proposed Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
8. SWC of 23rd Avenue & Hayward, received an email from the City advising ADOT of a proposed Development. Requested copies of Site Plans to review, provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
9. SEC of 67th Avenue & McDowell, received an email from the City advising ADOT of a proposed Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
10. 25th Avenue & Thomas, received letter from an Architect regarding a Zoning Change. Requested copy of Plans to review due to the proximity of the project to I-17.
11. NEC of I-17 & Happy Valley Road, received copy of Preliminary Site Plans. Advised the City of a property exchange agreement regarding the I-17 widening project. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.
12. 27th Avenue & Union Hills, received an email from the City advising ADOT of a proposed Development. Requested copy of Site Plans to review. Provided encroachment guidelines and permit contact information due to the proximity of the project to I-17.



13. NEC of 59th Avenue & Buckeye Road. Advised the City of a recent meeting with ADOT's Right of Way Project Coordinator and the Developers regarding their proposed plan which included a right turn exit only lane onto Buckeye Road. Recommended the Developer keep in contact with ADOT's Right of Way Coordinator due to the project being in the area of the future South Mountain Freeway.
14. 91st Avenue & Lower Buckeye Road, received an email including a copy of a Site Plan from an Engineering Company. Advised them the proposed plan was located within the area of the 101 & 202 Study Corridor for the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Coordinator.
15. SWC of 91st Avenue & Roeser Road, received an email from the City of a proposed Development. Requested they send copies of the Plans to ADOT Valley Project Management Section for review, due to project being in the Study Corridor for the I-10 reliever and 801.
16. SWC of 56th Street & Deer Valley Road, received copies of a Site Plan. Advised the City of ADOT's encroachment guidelines and permit contact information due to the proximity of the project to 101L.
17. SWC of Baseline Road & 59th Avenue, received copies of a Site Plan. Recommended the City contact ADOT Valley Project Management Section & ADOT's Right of Way Coordinator, due to the project being within the area of the future South Mountain Freeway.
18. NEC of 56th Street & 101L, received copies of a Site Plan. Advised the City of ADOT's encroachment guidelines and permit contact information due to the proximity of the project to 101L.
19. NWC of Baseline Road & 59th Avenue. Received copy of Site Plan. Recommended the City contact ADOT Valley Project Management Section & ADOT's Right of Way Coordinator, due to the project being within the area of the future South Mountain Freeway.
20. NWC of I-17 & Dynamite Boulevard, received copy of Preliminary Site Plans. Advised the City of immediate plans to widen I-17 at this location. After reviewing the plans submitted, they did not provide enough geometric information to determine if the eastern boundary lines were coincident with ADOT's new Right of Way. Sent the City a copy of the new Order of Immediate Possession. Provided encroachment guidelines and permit contact information if access was needed to the southbound I-17 Frontage Road.
21. 48th Street & University, received copy of Site Plan. Advised the City of encroachment guidelines and contact name to obtain a permit.
22. NWC of 7th Avenue & 101L, received copy of Site Plan. Advised the City of encroachment guidelines and contact name to obtain a permit.



23. SEC of I-17 & Lone Cactus Drive, received copy of Site Plan. Advised the City of encroachment guidelines and contact name to obtain a permit.
24. SWC of Baseline & 59th Avenue, received second notice of proposed Site Plan. Recommended the City contact ADOT Valley Project Management Section and ADOT's Right of Way Coordinator, due to the project being within the area of the future South Mountain Freeway.
25. I-10 & Baseline Road, received a copy of Site Plans. Provided encroachment guidelines and contact name to obtain a permit due to the proximity of the project to I-10 Frontage Road.
26. NEC of I-17 & Dove Valley Road, received an email from the City of a proposed development. Requested copy of the plans to review due to the proximity of the project to I-17.
27. NEC of 59th Avenue & Van Buren, received an email with a copy of a Master Plan from a Developer. Advised the City that the project was in alignment for the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Coordinator.
28. 37th Street & Bell Road, received an email from the City of a proposed development. Requested copy of the plans to review due to the proximity of the project to SR 51.
29. I-10 & 73rd Avenue, received a copy of Site Plans. Advised the City of ADOT's encroachment guidelines, provided contact name for obtaining a permit due to the proximity of the project to I-10.
30. SEC of I-17 & Williams Drive, received copy of Site Plans from an Architect Firm. Requested confirmation of Right of Way Boundary lines from the Developers to ensure they coincide with ADOT's recent taking of the new Right of Way due to the I-17 widening project.
31. SWC of Thomas & SR 51, received an email from the City of a proposed development. Requested copy of the plans. Provided encroachment guidelines and contact name for obtaining a permit due to the proximity of the project to SR 51
32. 2200 Block of I-17, received an email of a proposed development from the City. Requested copy of the plans due to the proximity of the project to I-17. Provided encroachment guidelines and contact name for obtaining a permit.
33. NEC of 93rd Avenue & Thomas, received a second notice of a proposed development. Requested copy of the plans due to the proximity of the project to 101L. Provided encroachment guidelines and contact name for obtaining a permit.
34. 3300 Block of I-17, received an email and copy of a Site Plan from a Real Estate Agent. Due to the proximity of the project to the I-17 Frontage Road, provided encroachment guidelines and contact information for obtaining a permit.

35. SEC of 51st Avenue & Roosevelt, received copy of Site Plan. Advised the City the project was in alignment of the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Project Coordinator.
36. NEC of Pinnacle Peak Road & I-17, received second notice of a proposed development. Requested copy of the plans due to the proximity of the project to I-17.
37. NEC of Pinnacle Peak Road & I-17, received an email from the City of a proposed development. Requested copy of the Site Plans, due to multiple projects within the same area. Advised the City of ADOT's concerns regarding a parcel that is located within a flood zone. Recommended the City of Phoenix Flood Control & Flood Control District of Maricopa County intervene, regarding a long term drainage system. Requested they contact ADOT Valley Project Management Section on this project.
38. SWC of 59th Avenue & Broadway, received an email from the City of a proposed development. Requested copy of the plans. Advised the City the project was in the study corridor for the future South Mountain Freeway. Recommended they contact ADOT's Right of Way Coordinator.
39. SEC of I-17 & Williams Drive, received copy of a Preliminary Site Plan from the City. Noticed the plans were the same as one we received from an Architect Firm in November 2007. Requested copies of CADD files & Results of Survey to confirm ADOT's Right of Way boundaries due to the I-17 widening project.

STATE LAND DEPARTMENT:

1. SR 89A – Prescott Valley, received notice for the installation of several gas lines. Requested they send copies of the plans to ADOT's District Office in Prescott so they can coordinate the project with the Developers.
2. SR 89A – West of Coyote Springs, received notice of an application for the construction of a crossroad off SR 89A. Requested they send copies of the plans to ADOT's District Office in Prescott so they can coordinate the project with the Developers.
3. Carefree Highway & Archery Road, received notice of an application for a traffic signal off Carefree Highway. Provided encroachment guidelines and contact information to obtain a permit.
4. I-17 & Dixileta Drive, received notice of an application for a proposed development. Provided encroachment guidelines and contact information to obtain a permit.



5. Coconino, Mohave & Yavapai County, received notice of an application for a road connection off US 66. Requested they send copies of the plans to ADOT's District Office in Prescott so they can coordinate the project with the Developers.
6. Coconino County, received notice of an application for a proposed development. Referred them to ADOT's District Office in Flagstaff for assistance and any needed permits.
7. SR 77 North of Snowflake, received notice of an application for access off SR 77. Referred them to ADOT's District Office in Flagstaff for assistance and any needed permits.

CITY OF SURPRISE:

1. 163rd Avenue & US 60, received copy of a Site Plan from the City requesting an interchange off US 60. Advised the City of encroachment guidelines and contact information for obtaining a permit.
2. Corand Avenue & 163rd Avenue, received notice of a proposed development. Requested copies of the plans. Advised the City of encroachment guidelines and contact information for obtaining a permit.
3. SWC of Grand Avenue & Yorkshire Drive, received copy of a Plat. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Project Coordinator.
4. NWC of 303L & Waddell Road, received copy of Site Plan. Due to the proximity of the project to 303L, provided encroachment guidelines and contact information for obtaining a permit.
5. SEC of 303L & Cactus Road, received copy of a Site Plan. Due to the proximity of the project to 303L, provided encroachment guidelines and contact information for obtaining a permit.
6. NWC of 303L & Cactus Road, received copy of a Final Plat. Due to the proximity of the project to 303L, provided encroachment guidelines and contact information for obtaining a permit.
7. US 60 & 203rd Avenue, received copy of a Plat. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Coordinator.
8. City of Surprise General Plan – received an email from the City regarding several projects in their General Plan. Requested copies of the plans on each project. Advised them of ADOT's plans to widen US 60 in this area.
9. SEC of Parkview & Mountain View, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to US 60. Provided contact information for obtaining a permit.



10. SWC of Grand Avenue & Yorkshire Drive, received copy of a Plan. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Coordinator.
11. SEC of 303L & Bell Road, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to 303L. Provided contact information for obtaining a permit.
12. West of Grand Avenue & South of Parkview Place, received copy of a Plan. Advised the City of ADOT's plan to widen US 60 within this area. Recommended they contact ADOT's Right of Way Coordinator.
13. SEC 303L & Cholla, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to 303L. Provided contact information for obtaining a permit.

CITY OF TEMPE:

14. NWC of Baseline & Price Road, received copy of a Site Plan. Advised the City of ADOT's encroachment guidelines, due to the proximity of the project to 101L Frontage Road. Provided contact information for obtaining a permit.



ATTACHMENT TWO

March 17, 2008

TO: Members of Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR (FFY) 2008 INTERIM YEAR END CLOSEOUT

The amount of CMAQ and STP-MAG funds available for FFY08 is approximately \$130 million. This includes the carry forward from the FFY07.

The total amount of the projects programmed for FFY08 is \$141 million. MAG staff estimates that \$91 million in projects will obligate this year with \$50 million in projects that will not obligate this year. This leaves an unobligated balance for FFY 08 of \$39 million. Some of these funds need to be carried forward to FFY09 for the fiscally constrained Arterial Life Cycle Program (ALCP). This amount is still being determined, as is the remaining balance of the federal funds available to be used for Closeout funds.

BACKGROUND

The current guidelines for the federal fiscal year end closeout process are posted on the MAG website on the Transportation Improvement Program (TIP) webpage. Current guidelines for the year end closeout process were approved by the Regional Council in 1995 and were slightly revised in 1996 and 2001. In the past year, there have been three working group meetings regarding MAG Federal Fund Programming Principles, which includes the Closeout process and priorities. TRC members will discuss if there are guidelines in the Draft MAG Federal Fund Programming Principles or others that need to be followed for the FFY08 Closeout.

DEFERRED PROJECTS

Member agencies need to notify MAG staff of projects that will not obligate this year. Please complete and submit the Deferral Notification form, **by April 18, 2008**. MAG staff will work with member agencies until the end of the federal fiscal year for last minute deferrals.

SUBMITTAL OF PROJECTS

The primary criteria for the projects submitted for closeout funding is that they must be able to utilize funds by the end of the federal fiscal year. This means that the projects submitted must be sufficiently developed for ADOT Local Governments staff to recommend that be projects are ready to be authorized by the Federal authorities. MAG staff will review the projects submitted for Closeout funds with ADOT to ensure that the projects can be obligated before the end of FFY08. It is expected that the TRC will review the funds available and may discuss preferences for how the funds available should be targeted.

Members are requested to submit projects for the FFY08 Closeout funds to MAG staff, **by April 18, 2008**. Member agencies can submit projects by filling out a form that is attached to this memo. A member of the Transportation Review Committee, Intergovernmental Affairs group, or the Management Committee from your jurisdiction can transmit a completed Project Submittal form to the MAG Transportation Programming Manager.

MAG staff will continue to work on the Closeout and update TRC in April 2008. Once the deferral notifications and project submittals are in, MAG staff will review the projects submitted and make estimates of emission reductions for a possible ranking of projects. If it is possible, review by technical advisory committees may take place in May, and it is expected that TRC action on the interim list of closeout projects will occur by May 22, 2008, with Management Committee, Transportation Policy Committee and Regional Council action taking place in June, 2008.

All forms and information are available electronically on the MAG website <http://www.mag.maricopa.gov/project.cms?item=413>, at the Transportation Improvement Program (TIP) webpage. If there are any questions regarding the FFY08 year-end closeout process, or the submittal of projects, please call Eileen O. Yazzie at 602-254-6300.



302 North 1st Avenue, Suite 300A Phoenix, Arizona 85003
Phone (602) 254-6300 FAX (602) 254-6490
Email: mag@mag.maricopa.gov Website: www.mag.maricopa.gov

Project Submittal Form for Federal FY 2008 Closeout

Instructions:

This form is dynamic and requires the *Adobe Professional* program to update the fields. If you do not have this program, please use the Word Document form on the website.

To submit a project that can utilize federal funds for the Federal FY2008 Closeout, please complete the fields below. Please complete Section B with the project information from the current TIP. If you are requesting a new project, please leave the TIP # blank. In Section C, please indicate the close out category and provide any additional information in the comment area. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the request for projects for the Federal FY08 Closeout.

Please submit the completed form to Eileen Yazzie, via e-mail: eyazzie@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Eileen O. Yazzie at 602.254.6300. The due date is April 18, 2008.

Section A: Contact

Name of Agency: Name of Requestor:
Telephone: E-mail:

Section B: Project Details

TIP #: Mode: Location:

Description of Work:

Current Year Programmed	Current Total Project Costs	Current Federal Fund Costs	Current Local Costs
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Section C: Close Out Category

A New Project Requesting Advancement Other

Requesting Additional Federal Funds, if yes, what is the Project Costs:

Total Project Costs Requested Federal Funds: Local Costs:

Additional Comments:

Submit by Email

Print Form

March 17, 2008

TO: Members of the Transportation Review Committee

FROM: Eileen O. Yazzie, Transportation Programming Manager

SUBJECT: DEFERRAL NOTIFICATION TO MAG – FEDERAL FISCAL YEAR 2008

MAG Member Agencies are requested to notify MAG, beginning March 3, 2008, of Federally Funded projects that will not obligate this year and are to be deferred to next year. Please complete and submit the Deferral Notification form, **by April 18, 2008**. The deferral notification must be transmitted by a member of the MAG Transportation Review Committee, Intergovernmental Affairs Group, or the Management Committee

Current Closeout Guidelines & DRAFT MAG Federal Fund Programming Principles

The current Closeout Guidelines were approved by the Regional Council in 1995 and were revised in 1996 and 2000 guidelines include a guideline on Project Carry Forward that states “Projects will be carried forward only one time and will need to be obligated by September 30 in the following year.”

Currently, MAG and MAG member agencies are revising these guidelines and are suggesting that the carry forward guideline continues, that the guideline be enforced, and if a project has been carried forward more than one time that it will be removed from the TIP. The DRAFT MAG Federal Fund Programming Principles do suggest an option for member agencies is “to submit a justification memo for the project to stay in the TIP, which will be taken through the project’s technical advisory committee, and the remaining MAG Committee’s. If approved, the project would stay in the program.”

The 2008 Closeout process will continue to follow the current Guidelines, enforcing the one time carry forward/deferral guideline, but allow member agencies to submit a justification memorandum. The deadline to submit a justification memo is April 25, 2008. If a project is deferred after this time, and a member agency would like to submit a justification memo, please submit this memo with the Deferral Notification Form.

All information regarding the FFY08 Closeout is available on the Transportation Improvement Program webpage found at: <http://www.mag.maricopa.gov/project.cms?item=413>.

Deferral Notification Form - FFY 2008 Closeout

Instructions:

This form is dynamic and requires the *Adobe Professional* program to update the fields. If you do not have this program, please use the Word Document form on the website.

Please complete the form below for deferral notification. A member of the Transportation Review Committee or the Management Committee from your jurisdiction has the authority to transmit the request for projects for the Federal FY08 Closeout.

Please submit the completed form to Eileen Yazzie, via e-mail: eyazzie@mag.maricopa.gov, fax: 602.254.6490, or mail: 302 N. 1st Avenue, Suite #300, Phoenix, AZ 85003. If there are questions, please contact Eileen O. Yazzie at 602.254.6300. The due date is April 18, 2008.

Name of Agency: **Name:**

Telephone: **E-mail:**

TIP ID: **TRACS #:**

Project Name:

Description:

Federal Type: **Federal Amount:** **Project Total Cost:**

Year in TIP: 2008 **Requested Year to be deferred:**

Reason for Deferral:

Has the project been deferred before? **If Yes, how many times has it been deferred?**

Will the Lead Agency be Submitting a Justification memo?

ATTACHMENT THREE

PROJECT CHANGE SHEET
Transportation Review Committee March 27, 2008

Table A
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-751	ADOT	I-17 at Dove Valley Rd	Advance construct new TI (City Advancement)	2009	0.4	Local Govt	\$ 26,500,000			\$ 26,500,000	Admin Mod: Increase budget by \$9.9 million and defer project from 08 to 09.
DOT08-692	ADOT	MAG Regionwide	Preliminary Engineering (Management Consultant, 30% Plans Design)	2008	n/a	RARF			\$ 23,800,000	\$ 23,800,000	Admin. Mod: Increase budget by \$1.6 million.
DOT08-842	ADOT	MAG Regionwide	Noise reduction Study within Maricopa County	2008	n/a	RARF			\$ 65,000	\$ 65,000	Amend: Create a new noise mitigation study project
TMP08-602	Tempe	College Ave: Superstition Freeway (US 60) to Apache Boulevard	Design and construct pedestrian and bicycle facilities.	2008	2	CMAQ	\$ 951,000	\$ 2,550,000	\$ -	\$ 3,501,000	Admin Mod: Repackage project. Location is expanded, and project total costs increased by \$1,001,000 to include TMP07-303.
TMP07-303	Tempe	College Ave: Alameda Dr to Superstition Fwy	Improve pedestrian facilities (phase 1 of 2)	2008	1	CMAQ	\$ 201,000	\$ 800,000	\$ -	\$ 1,001,000	Amend: Delete project. Repackage with TMP08-602
VMT08-828T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2008	n/a	STP-TEA	\$ 27,412	\$ 45,550	\$ -	\$ 72,962	Amend: ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007
VMT09-807T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2009	n/a	STP-TEA		\$ 208,686	\$ -	\$ 208,686	Amend: ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007
VMT10-811T	Valley Metro	Regional	The Regional Safe Routes to School Support Center Project	2010	n/a	STP-TEA		\$ 149,629	\$ -	\$ 149,629	Amend: ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007
VMT08-829T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2008	n/a	STP-TEA	\$ 31,712	\$ 56,086	\$ -	\$ 87,798	Amend: ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007
VMT09-808T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2009	n/a	STP-TEA		\$ 238,419	\$ -	\$ 238,419	Amend: ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007
VMT10-812T	Valley Metro	Regional	Regional Bicycle & Pedestrian Safety Education Program	2010	n/a	STP-TEA		\$ 180,495	\$ -	\$ 180,495	Amend: ADOT awarded Transportation Enhancement- Round 15 - grant dollars November 2007

ATTACHMENT FOUR

MAG COMMUTER RAIL STRATEGIC PLAN

EXECUTIVE SUMMARY DRAFT FEBRUARY 2008

COMMUTER RAIL STRATEGIC PLAN OVERVIEW

Since the early 1980's, jurisdictions in the Phoenix metropolitan area have considered the possibility of operating passenger rail service on the existing freight rail lines to serve longer trips between activity centers. Although some of these lines were previously used for passenger service, all of the lines in operation today provide freight service. The last passenger rail service in Phoenix was operated by Amtrak and ended service in the mid-1990s. Commuter rail service was also operated for several months from Mesa to downtown Phoenix in 1982 following flooding along the Salt River that destroyed bridges and at-grade roadway crossings.

Over the next twenty-five years, Maricopa and northern Pinal County are projected to nearly double in population, with an anticipated total of 7 million people in 2030. Developing a commuter rail system will provide an alternative transportation mode to meet travel demands resulting from expected growth in Maricopa County and northern Pinal County. This anticipated growth will put additional strain on an already congested transportation system, cause additional air quality concerns, and further challenge transportation funding sources of the region.

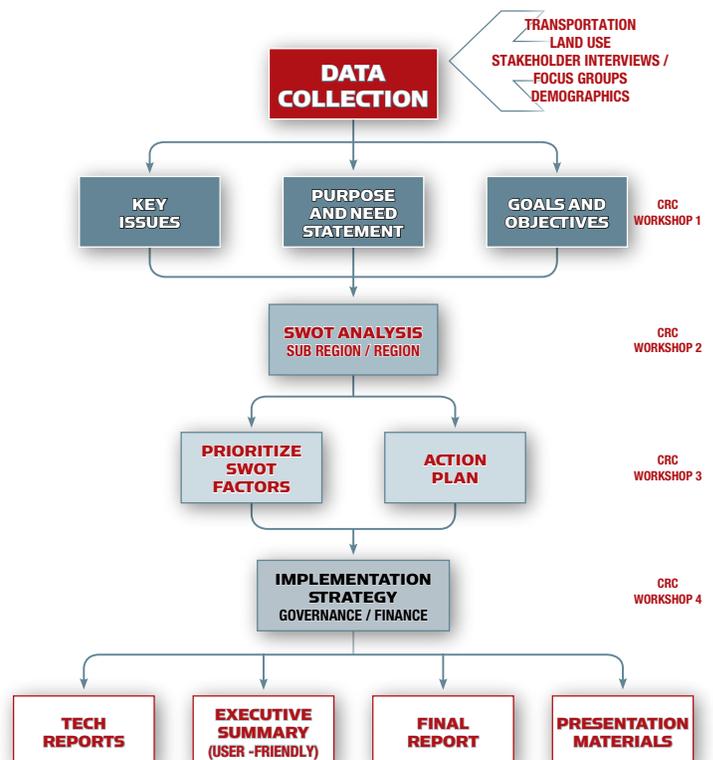
Previous studies including the Maricopa Association of Governments (MAG) High Capacity Transit Study (2003) showed that commuter rail service operating on freight rail lines could offer an alternative transportation mode in congested primary corridors in the region. As part of the overall plan to fund the region's transportation needs over the next 20 years, Proposition 400 was approved by voters in November 2004 and allocated a portion of sales tax revenues to study the options for commuter rail.

The Commuter Rail Strategic Plan was initiated by MAG to define the requirements and steps that will need to be

followed for Maricopa and northern Pinal Counties to plan for and potentially implement commuter rail service. The one-year planning and stakeholder coordination process commenced in February 2007.

Several organizations and groups contributed to the development of the Strategic Plan including MAG, Pinal County, the Arizona Department of Transportation (ADOT), Metro Rail (METRO), the Regional Public Transportation Authority (RPTA) and the Commuter Rail Stakeholders Group (CRSG). The planning process is illustrated in Figure 1.

FIGURE 1: PLANNING PROCESS

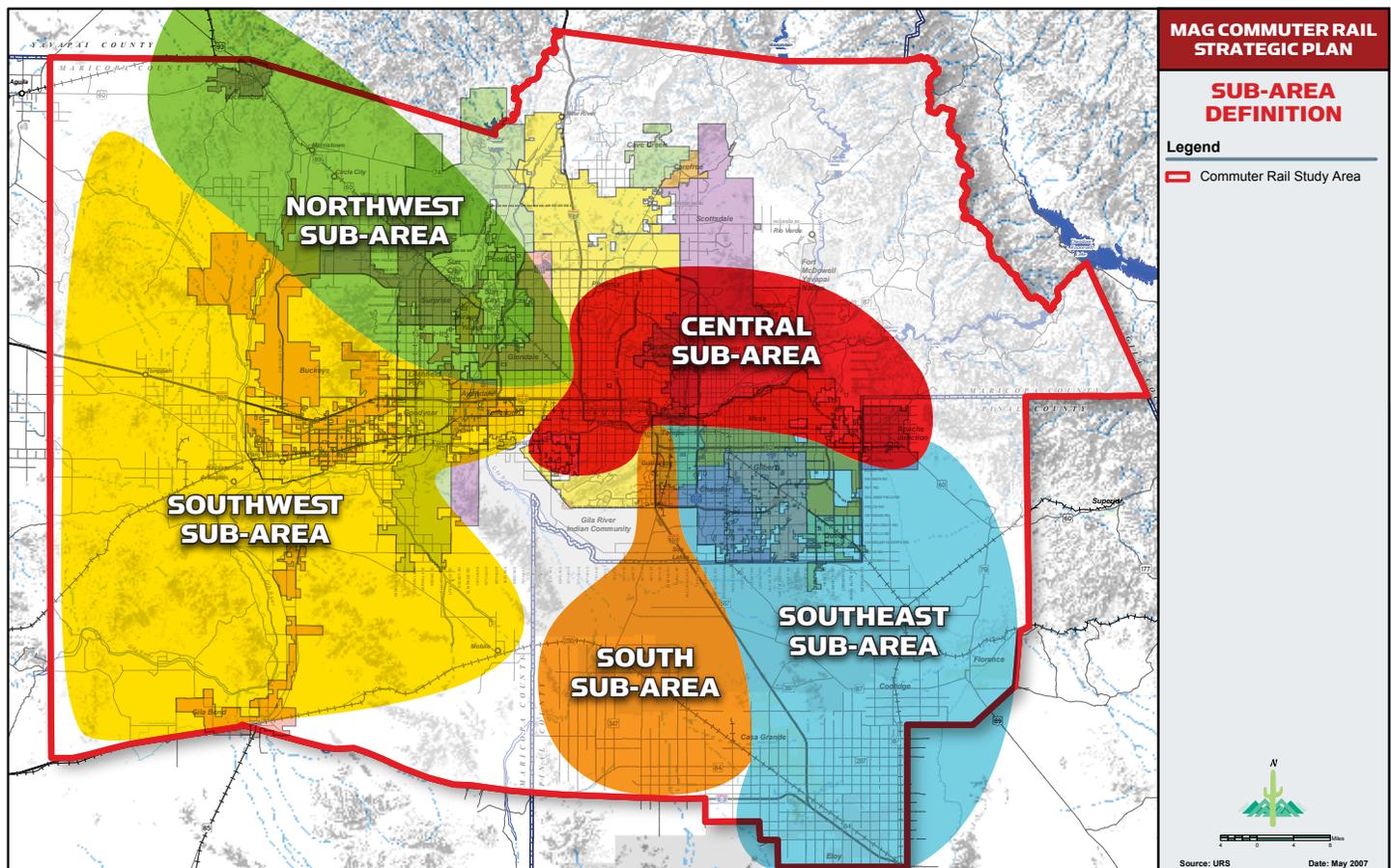


COMMUTER RAIL STAKEHOLDERS GROUP

A Commuter Rail Stakeholders Group (CRSG) was established to comment on, and help shape, major policy recommendations for implementing commuter rail in the study area. The CRSG consists of public and private agencies and entities with interest in determining how to implement Commuter Rail services in the region.

The CRSG met four times throughout the course of the project to assess information and provide input to shape major policy recommendations. In addition, the CRSG helped define smaller geographic study areas to focus stakeholder involvement and create a sense of community building and linkages as part of this regional planning effort. These sub-areas consist of the Southwest, Southeast, Northwest, Central, and South corridors. Figure 2 depicts the location of all five sub-areas. Union Pacific and BNSF Railway both own rail lines in portions of these sub-areas.

FIGURE 2: SUBAREA DEFINITION



NEED FOR COMMUTER RAIL IN MARICOPA AND NORTHERN PINAL COUNTIES

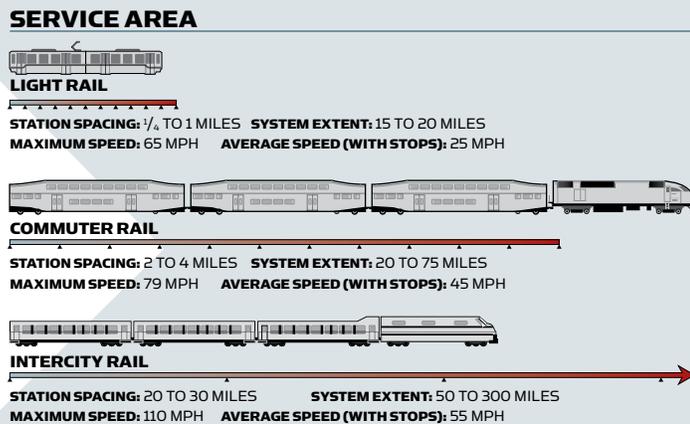
Projected growth in the region combined with fundamental constraints on the ability of highway improvements alone to accommodate this growth have created greater interest in providing travel alternatives to the automobile. As indicated by the passage of Proposition 400, there is a growing public acknowledgement that both highway and transit improvements are needed to address the future demands as part of a **“shared solution”** to provide for the safe and efficient movement of people and goods within the region. The potential development of a commuter rail system could offer a travel alternative for some congested corridors within the region and could also support economic development in the Phoenix metropolitan area.

Commuter rail can serve high volumes of travelers taking longer trips during rush hour periods. Commuter rail is an important part of the transportation system in many large

western cities such as Los Angeles, San Diego, Albuquerque, and Seattle and will be opening in Salt Lake City in 2008. Commuter rail is also a vital part of the transportation system in many mid-western and eastern cities; serving trips from outlying suburban areas into the center of the region for work, education and other purposes. Working with the highway system, High Occupancy Vehicle facilities and other transit improvements such as Light Rail Transit (LRT), Bus Rapid Transit (BRT) and local bus services, commuter rail can serve the longer trip needs as part of an overall regional transportation network.

Key differences between commuter rail service and other types of rail transit are shown in Figure 3.

FIGURE 3: TRANSIT COMPARISONS



POPULATION GROWTH

Continued urban growth in the outlying areas of Maricopa County and nearby Pinal County will dramatically increase travel demands throughout the region. Maricopa and northern Pinal Counties are projected to more than double in population from the 2005 base of 3.9 million to 7.0 million people in 2030, an increase of 82%.

REGIONAL TRAVEL DEMAND

In many parts of the region, affordable housing is being built farther away from the major employment centers such as Downtown Phoenix, north Central Avenue, the Sky Harbor Airport complex and Tempe/ASU. This results in heavy travel demand that are focused along the major highway corridors of Interstate 10, US 60, Grand Avenue, and State Routes 101 and 202.

TRAFFIC CONGESTION

Today, many of the major highways in the region operate at poor levels of service during peak travel periods. This congestion is expected to worsen over the next 25 years. Travel times are already more than an hour each direction for many commuters, and with frequent incidents, travel times become much longer. The increased demand will further diminish the reliability of the highway system for autos and buses. Commuter rail service could offer higher speeds for trips over 25 miles in length and offer more reliable travel times because trains do not compete with automobile traffic.

EXISTING RAILROAD LINES

Topographic barriers to development of new and expansion of existing transportation facilities exist in the area such as mountains, rivers, and sensitive environmental habitat areas. Jurisdictional boundaries including State and Federal Lands and Indian Reservations also pose challenges in implementing new transportation corridors that require development on new right-of-way. Therefore, consideration of the use of existing freight rail lines for future commuter rail service in partnership with the private railroad companies offers an alternative that may be more quickly implemented.

INTERCITY RAIL SERVICE

The State of Arizona continues to investigate the potential for intercity rail service between Phoenix and Tucson, expanding to other parts of the state over time. Ongoing studies have defined possible facilities and operating strategies that could be used in conjunction with a regional commuter rail system. Cooperative planning and partnership with the freight railroad companies may offer combined benefits for passenger rail services.

COMMUTER RAIL?



Commuter Rail service is typically provided between a central city and adjacent suburbs using railroad passenger cars. Propulsion is either conventional push-pull locomotives or self-propelled diesel multiple unit

cars. In push-pull service, the locomotive pulls the train in one direction and pushes the train in the opposite direction.

The commuter coach cars can be either single-level or bi-level in configuration. The number of seated passengers per car ranges from 80 to 150 depending on the configuration of the car.

Maximum train speeds for typical commuter rail cars are between 60 and 80 miles per hour. The train speed varies depending on number of stations, track condition and alignment, and local ordinances. At-grade roadway crossings would be protected by appropriate warning devices and operating procedures.

Stations could be spaced as frequently as every two to four miles, or spaced up to 10 miles apart depending upon travel demands. As a collection point for commuters, parking and bus transfer facilities would be provided. Because these locations could serve as a focal point from which to make connections to other parts of the region, joint development of more intensive land uses could be supported.

BENEFITS OF COMMUTER RAIL

Commuter rail service has the potential to carry a substantial number of passengers during peak periods over longer distances and with reliable travel times other surface transportation modes. These features are important to provide relief to congested travel corridors.

Carry longer trips in congested corridors

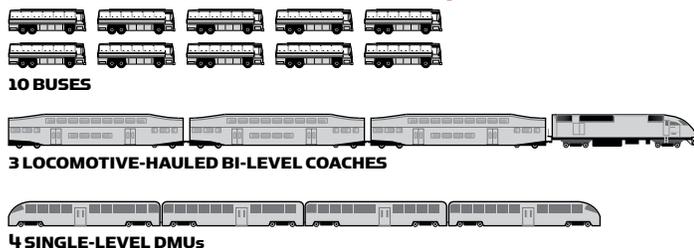
Commuter rail is more efficient for longer trips when compared to other modes of travel such as LRT, BRT or by express buses.

Figure 4 illustrates the cost-effective considerations in moving passengers longer distances than smaller transit vehicles.

FIGURE 4: COMMUTER RAIL EFFICIENCY

COMMUTER RAIL IS MORE EFFICIENT FOR LONGER TRIPS

TO CARRY 300-400 PASSENGERS REQUIRES:



Offer relief in peak periods

Because commuter rail is separated from the roadway and not impacted by motor vehicle congestion or accidents, it can offer efficient and reliable travel times. Implementation of commuter rail could save travel time and remove automobiles from the highway system, ultimately helping to reduce peak period congestion and helping to improve air quality for the region.

Offer connections to other modes

The implementation of commuter rail can maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways.

Commuter rail could improve travel options available in Pinal County and other developing outlying areas of the state that currently have limited bus, rail, and air service for intercity trips.

Provide Service to Urban Centers

Commuter rail could create social benefits by enhancing and strengthening urban centers. In combination with appropriate local land use policies, the increased accessibility afforded by the commuter rail service could encourage more intensive development and may lead to higher property values around stations.

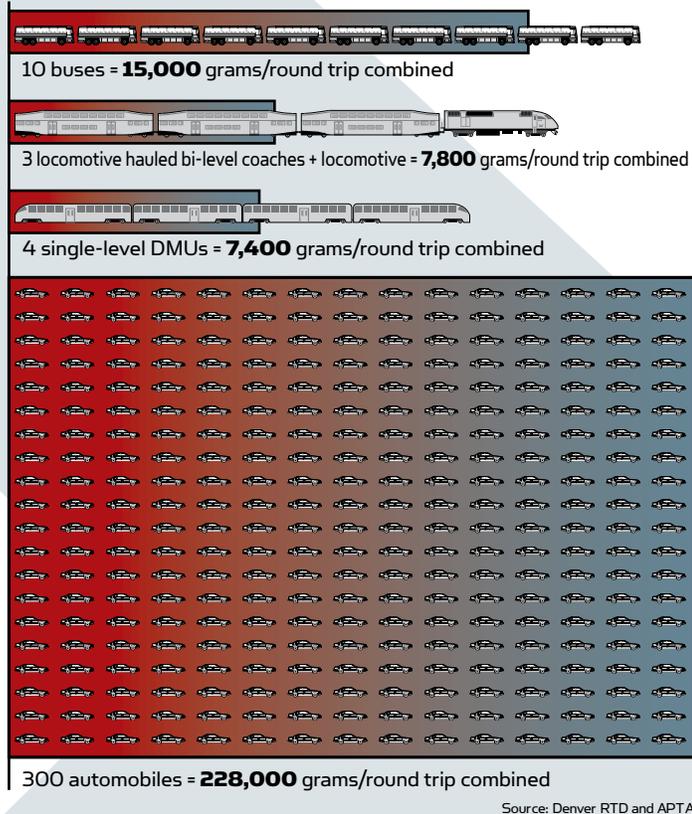
Support Community and Regional Plans

The implementation of commuter rail in the Maricopa and northern Pinal region is highly compatible with local General Plans for communities along the existing freight lines.

In addition, use of commuter rail could reduce overall automobile vehicle-miles of travel in the region. For each commuter rail car operating at seating capacity, between 9,000 and 10,000 vehicle miles traveled (VMT) could be eliminated each day. Reduced VMT saves energy, air pollutant emissions and can help reduce peak period congestion on parallel highways.

The implementation of commuter rail could decrease emissions by reducing pollution generated by automobile combustion engines. The following graphic illustrates the overall net benefit to regional air quality for commuter rail due to reduction in regional VMT. Three locomotive hauled

bi-level coaches have the same capacity as 300 automobiles, carrying 300-400 passengers, 50 miles round trip. By reducing the number of automobiles, total emissions of PM₁₀, NO_x and CO would be reduced.



COMMUTER RAIL STAKEHOLDERS GROUP PROCESS FINDINGS

The MAG Commuter Rail Strategic Plan process supported outreach efforts of the Commuter Rail Stakeholders Group (CRSG) in regularly scheduled meetings and workshops.

Specifically, the CRSG began their work by analyzing strengths, weaknesses, opportunities, and threat (SWOT) issues by subarea. This analysis examined connectivity, land use, capacity requirements, and other commuter rail related issues from a corridor or localized standpoint. The SWOT analysis also helped to develop project goals and objectives.

Action plans, related to the identified commuter rail goals and objectives we also developed by the CRSG. These action plans were incorporated into the development of

the implementation strategy for commuter rail in Maricopa and Pinal County.

There were several key issues identified throughout the CRSG process. These key issues include:

- ➔ Continued regional growth of population and employment throughout the metropolitan area.
- ➔ Availability of existing railroad alignments in the primary travel corridors.
- ➔ Increase in the cost of fuel and travel.
- ➔ Need for environmental sustainability by reducing air pollutants and usage of natural resources.
- ➔ Need for cooperation between public and private entities. Such as government agencies and private railroad companies.

Using the key issues as a base, the CRSG also identified challenges to implementing commuter rail in the region:

- ➔ Possible conflicts with current and planned freight railroad operations.
- ➔ Rapid development of land uses foreclosing opportunities for alignments and stations.
- ➔ Physical and geographic constraints limit locations for new alignments.
- ➔ Coordination with jurisdictional interests and policies.
- ➔ Availability and competition for regional, state and federal funding and resources.
- ➔ Cost of building and operating a commuter rail system within the context of other planned improvements.

OTHER WESTERN CITIES WITH COMMUTER RAIL

Albuquerque, NM RailRunner

Dallas, TX Trinity Railway Express (TRE)

Los Angeles, CA Metrolink

San Diego, CA Coaster

Salt Lake City, UT Front Runner (April 2008)

San Francisco, CA CALTRAIN

Seattle, CA Sounder

COMMUTER RAIL STRATEGIC PLAN GOALS AND OBJECTIVES

The following goals were developed by the CRSG and served as guiding principles for the MAG Commuter Rail Strategic Plan.

Goal 1- Employ Commuter Rail to Shape Regional Growth

Objective 1: Reinforce multi-centered development

Objective 2: Stimulate economic development

Objective 3: Spur development in Urban Centers

Goal 2- Improve Transportation Mobility Opportunities by Implementing Commuter Rail

Objective 1: Provide multimodal travel options in congested travel corridors

Objective 2: Provide peak period alternative mode to help minimize future vehicular congestion

Objective 3: Serve regional trips, as well as trips between and within major activity centers

Objective 4: Maintain or improve travel times within existing and planned activity centers

Goal 3- Provide a Seamless and Cost Effective Commuter Rail Option

Objective 1: Utilize existing land and railroad right-of-way

Objective 2: Utilize available as well as new funding sources

Objective 3: Minimize capital and operating costs

Objective 4: Plan integrated corridors

Goal 4- Promote Sustainability through the Implementation of Commuter Rail

Objective 1: Maintain or improve regional air quality

Objective 2: Develop transportation projects that help focus developments near activity centers

Objective 3: Provide a dependable long-term transportation solution in critical corridors

Goal 5-Increase Public/Private Cooperation to Implement Commuter Rail

Objective 1: Foster public/private partnerships

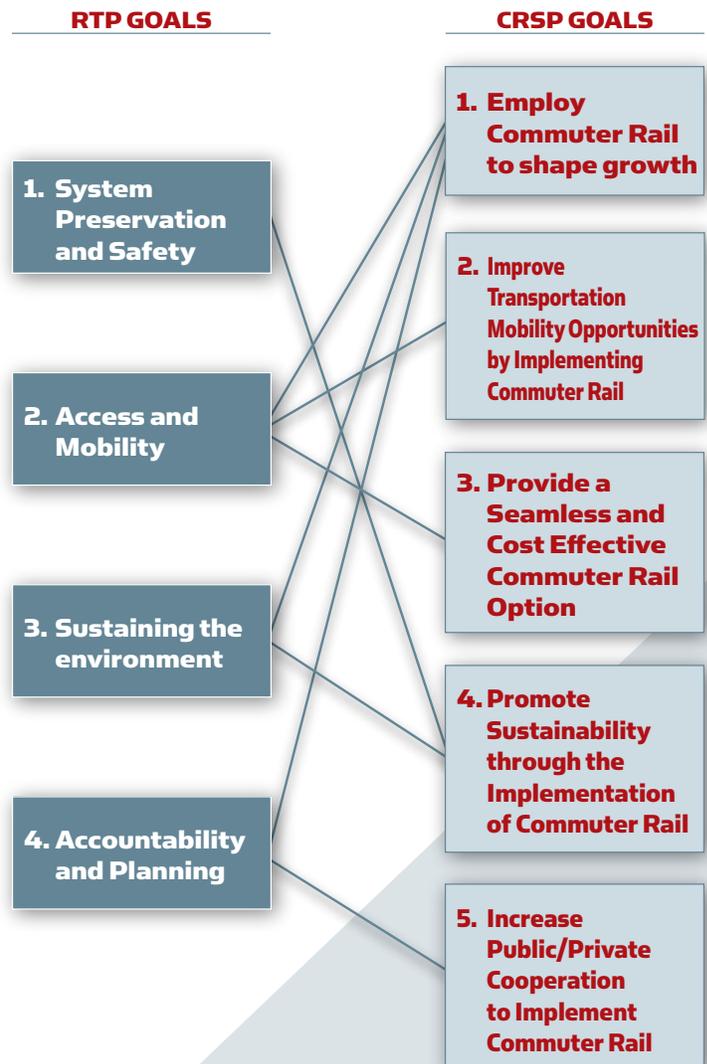
Objective 2: Educate and inform the public

Objective 3: Provide public and private sector funding options

Objective 4: Develop local and regional support for commuter rail

The Commuter Rail Strategic Plan (CRSP) goals were compared to the MAG Regional Transportation Plan to assess consistency. Figure 5 illustrates the comparison and identifies the relationships between the two sets of goals.

FIGURE 5: COMPARISON OF RTP AND CRSP GOALS



COMMUTER RAIL SYSTEM PLAN CONCEPT

The System Plan Concept is oriented around the five freight rail lines that are currently in place in the study area. The system plan is based on the recommendations from the High Capacity Transit Study, (MAG, 2003) and the alignments that were subsequently incorporated into the 2030 RTP vision plan for commuter rail. These corridors are:

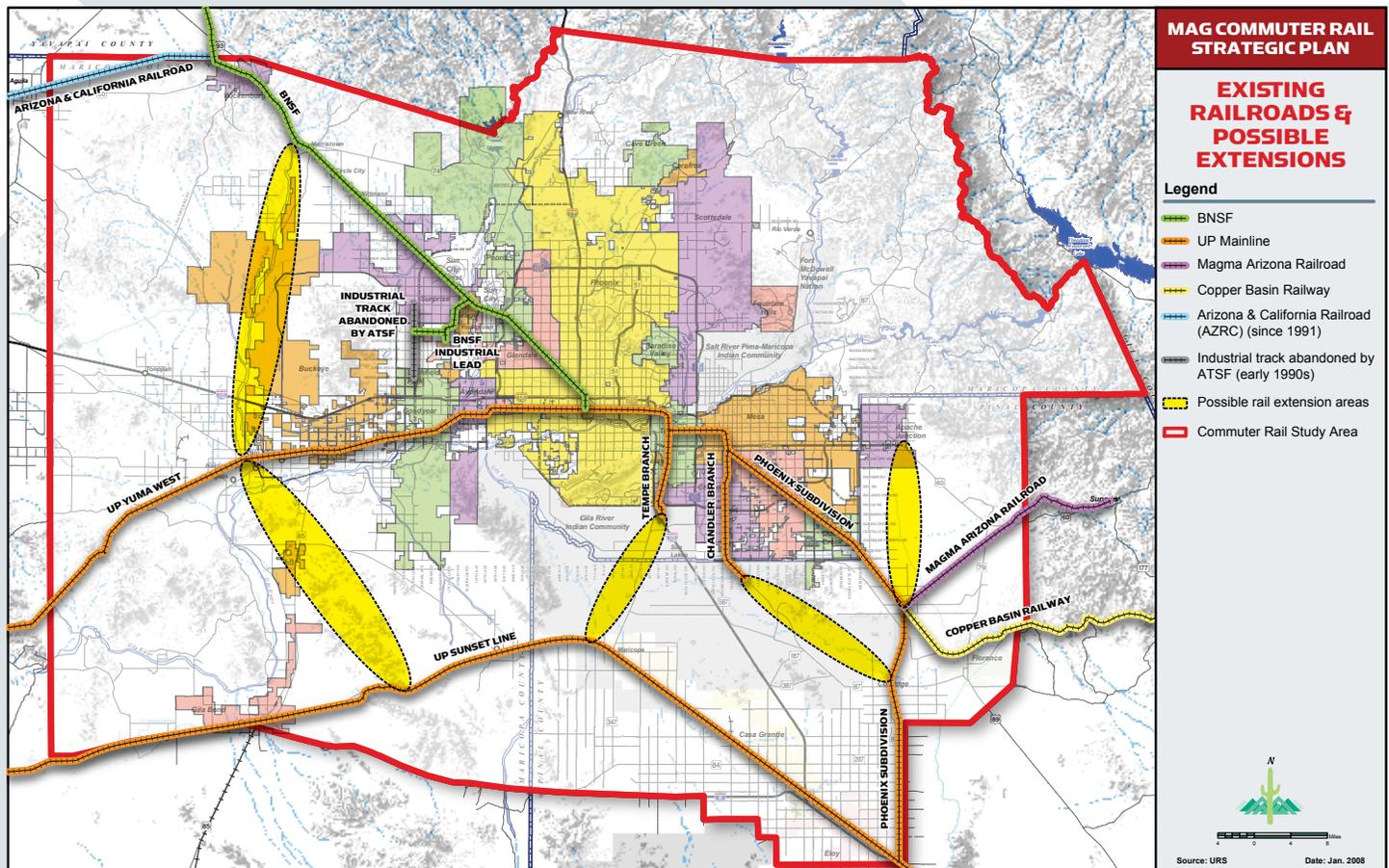
- ➔ BNSF-Grand Avenue
- ➔ UP Mainline-Southeast
- ➔ UP Mainline-Chandler Branch
- ➔ UP Mainline-Tempe Industrial Lead
- ➔ UP Mainline-Yuma/West
- ➔ Possible Extensions/ northern Pinal County

COMMUTER RAIL IMPLEMENTATION SCENARIOS

Three commuter rail implementation scenarios were developed using examples from other commuter rail systems in the United States. The scenarios range from Get Started in a single corridor, to a Starter System in more than one corridor, to a full Regional System with multiple rail lines in operation.

Get Started Scenario

The Get Started scenario would focus on implementing commuter rail in a single congested corridor. The single corridor would provide a local commuter-oriented service and would have several benefits including: less complex coordination with freight railroad companies, potential low cost of entry, and a more simple approach to governance, administration, and funding. Examples of systems with a single corridor include the NorthStar Commuter Rail in Minneapolis and the Trinity Railway Express connecting Dallas to Fort Worth.



Starter System Scenario

The Starter System would include multiple corridors and could focus on more than one congested corridor and possibly serve outlying Maricopa County and Pinal County. The Starter System scenario benefits would include: relatively low cost of entry and the possibility to upgrade the system over time. Examples of Starter Systems include Salt Lake City Commuter Rail and the Virginia Railway Express commuter rail service that connects the Northern Virginia area with Washington, DC.

Regional System Scenario

The Regional System scenario would focus on implementing commuter rail in multiple corridors simultaneously and could therefore serve more of the region. This scenario would provide the region with several social and environmental benefits including improving transportation mobility, promoting sustainability, and helping to shape regional growth. However due to a complex system with multiple corridors extending throughout the region, this scenario would probably require separate facilities from freight rail, would be more costly, and would be the most complex of the three scenarios in regards to governance, administration, and funding. Examples of Regional Systems include the Metrolink commuter rail in Los Angeles, California and the Denver FasTracks transit expansion program.

SCENARIO	DAILY RIDERSHIP CAPACITY	POTENTIAL ANNUAL VMT SERVED (MILLION PER YEAR)	CONCEPTUAL CAPITAL COST
GET STARTED	10,100	60-65	\$50M - 400M
STARTER SYSTEM	20,200	125-130	\$400M - 800M
REGIONAL SYSTEM	141,000	800-900	\$800M to \$2B

IMPLEMENTATION REQUIREMENTS

To successfully implement and operate a commuter rail system, jurisdictions in the region must address three requirements with a comprehensive approach:

- **Coordination with Freight Railroad Companies –** The primary alignments for the commuter rail system would follow existing railroad lines. Development of a strong working relationship with the railroad companies will be critical to successful implementation. It is important to clearly understand the business needs of the private-sector railroad companies to develop agreements to use tracks or to build new ones in the rail right-of-way.
- **Governance and Administration Options –** An acceptable plan to govern and administer the commuter rail system will be necessary among the existing regional transportation planning and funding agencies. Current responsibilities must be respected and an acceptable process must be developed to make decisions relative to the commuter rail system. Numerous models from other urban areas can serve as examples.
- **Funding Options –** Current funding sources are mostly committed to existing transportation programs and projects. Additional sources of funding will be needed to support a commuter rail system. Funding programs for other urban areas can serve as examples for the region.

COMMUTER RAIL SYSTEM IMPLEMENTATION REQUIREMENTS

A coordinated effort by jurisdictions in the region will be needed to implement commuter rail services. Working closely together, jurisdictions will need to carefully develop approaches to partnering with the freight railroad companies, establishing a sustainable funding source and defining a governance and administration mechanism.

Using the goals, objectives and action items identified by the CRSG, the following eight steps were defined to implement the Commuter Rail Strategic Plan.

STEPS FOR IMPLEMENTATION OF COMMUTER RAIL

ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
<p>1) ON-GOING COORDINATION</p> <ul style="list-style-type: none"> • Coordination with freight railroads for improved facilities and freight movement. • Coordination with ADOT for intercity passenger service between Phoenix and Tucson. • On-going stakeholder involvement as projects are developed. 	MAG CAAG ADOT	BNSF UP METRO RPTA Local Jurisdictions	On-going
<p>2) UNION PACIFIC PASSENGER RAIL COORDINATION & PLANNING</p> <ul style="list-style-type: none"> • Continue coordination between ADOT and Union Pacific regarding opportunities for passenger rail service in Arizona. • Develop corridor specific recommendations for intercity passenger rail service between Phoenix and Tucson and provide necessary details for implementation. • After ADOT selects a preferred route for Phoenix/Tucson passenger rail service, identify opportunities for additional regional commuter rail service along Union Pacific corridors in Maricopa County and northern Pinal County. 	ADOT	MAG CAAG PAG METRO RPTA Local Jurisdictions	2008-2009
<p>3) BURLINGTON NORTHERN/SANTA FE RAILWAY PASSENGER RAIL COORDINATION & PLANNING</p> <ul style="list-style-type: none"> • Continue coordination between ADOT and BNSF Railway regarding opportunities for passenger rail service in Arizona. • Develop corridor specific recommendations for the BNSF/Grand Avenue Corridor and provide necessary details for implementation. 	MAG	BNSF ADOT METRO RPTA Local Jurisdictions	2008-2009
<p>4) REGIONAL TRANSIT PLANNING</p> <ul style="list-style-type: none"> • Develop corridor specific recommendations and provide necessary details for implementation. (e.g., MAG Transit Framework Plan, Pinal County Transit Feasibility Review, High Speed Rail Strategic Plan). 	MAG ADOT Pinal County	Local Jurisdictions RPTA METRO	2008-2009
<p>5) FUTURE CORRIDOR DEVELOPMENT PLANS</p> <ul style="list-style-type: none"> • Applicable to the following corridors: UP Sunset Corridor, UP Phoenix Subdivision Chandler Branch, Tempe Industrial Lead, UP-Yuma/West, Copper Basin Railway, Magma Arizona Railroad, and possible extensions. • Pending recommendations from current planning studies (e.g., ADOT High Speed Passenger Rail Strategic Plan, METRO Tempe South Alternatives Analysis, etc.), develop corridor specific recommendations and provide necessary details for implementation. 	MAG CAAG	BNSF UP ADOT METRO RPTA Copper Basin Railway Magma Arizona Railroad	2009-2012
<p>6) IDENTIFY FUNDING SOURCE COMMITMENT</p> <ul style="list-style-type: none"> • Define new revenue streams that would be dedicated to development and ongoing operation of the commuter rail system. An assured funding commitment will be required to negotiate for trackage rights or right-of-way from the railroads. At the same time it is important to recognize the strong preference to avoid disrupting current programmed projects and funding among the agencies. 	MAG CAAG ADOT Legislature	Local Jurisdictions	2008-2010

CONTINUED »

ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
<p>7) DEVELOP GOVERNANCE PLAN</p> <ul style="list-style-type: none"> The number of agencies involved in developing a governance plan may be determined by the geographic area for the proposed service. Agencies within the defined service area should work together to plan and implement a regional commuter rail system. The agencies would maintain their current responsibilities and funding for their current programs but would be jointly charged with implementation of commuter rail in the region. The transportation agencies should agree to implement and administer the commuter rail system by one of a variety of means including: <ul style="list-style-type: none"> A new Passenger Rail Authority (PRA); Designation of one of the agencies as the Passenger Rail Authority; or Establishment of a new Joint Powers Authority (JPA) with a provision for representation appropriate to the corridor or system to be implemented. One potential example of a regional Joint Powers Authority would be through the formation of a multi-county Megapolitan Planning Council. 	MAG CAAG ADOT RPTA METRO	Local Jurisdictions	2009-2011
<p>8) DEVELOP PARTNERSHIPS WITH RAILROADS</p> <ul style="list-style-type: none"> Develop a public/ private Memorandum of Understanding followed by detailed agreements with freight railroad companies to define funding and to implement commuter rail facilities and services that will mutually benefit the public and private sector interests. 	Passenger Rail Authority or Joint Powers Authority	BNSF UP Rail Authority Elected officials Tribal Communities	2009-2011
<p>9) PASS ENABLING LEGISLATION</p> <ul style="list-style-type: none"> Work to pass enabling legislation relative to liability and indemnification to facilitate commuter rail operations in freight rail corridors similar to legislation recently passed in Minnesota, Virginia, New Mexico, and Colorado. 	Passenger Rail Authority or Joint Powers Authority	RPTA METRO ADOT	2010-2011
<p>10) DEVELOP SEAMLESS TRANSIT SYSTEM</p> <ul style="list-style-type: none"> Coordinate joint planning and operations to develop a seamless system of transit services throughout the Maricopa/northern Pinal region. 	Passenger Rail Authority or Joint Powers Authority	RPTA METRO ADOT Existing Transit Providers County Governments Tribal Communities Railroads Major Landowners Business Community	2010-2015

CONTINUED »



ITEM	RESPONSIBLE PARTY	PARTNERS	TIME FRAME
11) ACHIEVE REGIONAL SUSTAINABILITY GOALS <ul style="list-style-type: none"> Develop the commuter rail system to reinforce and achieve regional sustainability goals and plans relative to energy and the environment. This will include attention to environmental requirements, land use plans and opportunities, and joint project development. 	Passenger Rail Authority or Joint Powers Authority	MAG CAAG ADOT Railroad Maricopa County Pinal County Local Jurisdictions	2010-2015
12) IDENTIFY AND PRESERVE FUTURE OPTIONS <ul style="list-style-type: none"> Use planning studies to identify and preserve rights-of-way in developing and underdeveloped areas for multimodal transportation corridors to include roadway and rail transit. 	Passenger Rail Authority or Joint Powers Authority	MAG CAAG ADOT Railroad Maricopa County Pinal County Local Jurisdictions	2010-2015

Source: URS, 2008

IMPLEMENTATION STEPS - SCHEDULE

