



REGIONAL

Outlook

Pima Association of Governments | Partnering | Planning | Projecting

March 2010
Vol. 9 No. 1



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Census 2010: You can make a difference in our future

Once every 10 years, every resident with an address receives a census form in the mail from the U.S. Census Bureau. Why?

The bureau wants to obtain an accurate count of populations in individual states, counties, cities and towns. The population count helps determine how many people our state should elect to represent us in the U.S. House of Representatives. In other words, an accurate population count provides us with a stronger voice in Congress.

These same census numbers are used to help determine the levels of

be counted with a cost of \$350,000 for the sidewalk.

If you are eager to see new roads built or repaved, many more families need to be counted. One mile of roadway paving costs about \$1.5 million, and one mile of roadway reconstruction is about \$8 million.

As you can see, the federal and state dollars returned to our region help fund important critical community services, including police and fire protection, schools, parks, libraries, health care, road and public transportation improvements, and senior and community centers.

Haz Contar tu Familia.



Make your Family Count.

www.pagCensus.com

United States
Census
2010

Richard H. Carmona, M.D., M.P.H., FACS
17th Surgeon General of the United States (2002-2006)

Vice Chairman, Canyon Ranch • Distinguished Professor, Zuckerman College of Public Health, University of Arizona

federal funding that are distributed to states and communities to support critical services that we or our families use.

Annually, our region receives \$1,000 in federal funding for each person counted to support important community services. This totals \$40,000 for a family of four over 10 years. At the same time, Pima County annually receives \$1,500 per capita in state-shared revenues. Add the numbers up, and we receive \$100,000 over 10 years for a family of four that is counted.

Think about what \$100,000 can buy. A library, for example, can buy approximately 10 hard cover children's readers for \$1,000. Lots of books can be purchased for \$100,000.

You can't buy one mile of sidewalk for \$100,000. You need 3.5 families to

The U.S. Census Bureau has collected census data for many years. The data is used to help decision-making for local land use plans and placement of schools, parks and libraries, and other community services.

In 2010, however, the collection of data is simpler than ever with a 10-question form that asks questions about age, race, gender, home ownership and number and relationship of all people living in the household, including children and anyone staying in the home.

It's especially important for everyone to know and share with others that the information collected on the form remains confidential with the U.S. Census Bureau. Bureau employees face strict fines and penalties if they

2010 Census

from page one



reveal confidential information.

Everyone should be counted, regardless of citizenship, and filling out the form and mailing it back is required by law. Immigration status is not asked.

As our state and region expect the economy to turn around and see a return to growth, it's even more important to capture those federal dollars now to obtain our fair share of the funding pie.

I encourage everyone to Make Your Family Count by filling out the form or visiting one of the local Questionnaire Assistance Centers if you have any questions or did not receive a form in the mail. Let's make a difference in our future.

Dr. Richard H. Carmona is the 17th Surgeon General of the United States and currently is Vice Chairman of Canyon Ranch, the Distinguished Professor of Public Health at Zuckerman College of Public Health, University of Arizona, and the local spokesman for regional census outreach efforts.

Pascua Yaqui Tribe delivers Census message: Enchim Mampo Taawak

The Pascua Yaqui Tribe (Tribe) is continuing a major outreach effort on the reservation and its seven satellite communities throughout Arizona. In 2007, the Tribe established an 11-member Pascua Yaqui Complete Count Committee with Letticia Baltazar, Research Specialist, serving as the official Tribal Liaison to Census 2010.

The Pascua Yaqui Tribe was selected from among all Native American tribes and Baltazar was selected from among all tribal members in a 10-state region to represent Native Americans at a conference in Washington, D.C.

The Denver Regional Census Center Media Specialist Jared Ewy reported that Baltazar "unveiled a highly commendable strategy and activities to accurately represent the Tribe in the 2010 Census."

In her PowerPoint presentation, Baltazar conveyed how the Tribe incorporated the Census message, "It's in our hands!" to the language of the Pascua Yaqui, "Enchim Mampo Taawak!"

Baltazar credited the Tribal Council and the experience and knowledge of the Pascua Yaqui Complete Count Committee for helping direct a proactive and well organized census campaign.

Native and non-native communities alike need funding for roads, schools, health, education and welfare.

When people fill out their census forms and return them, they help determine federal and state dollars that are returned to the region. The 10-question form is easy, safe, and the information is kept confidential.

"I see the importance we can all play to make sure we're not going to be an undercounted community," Baltazar said.

For more information about the 2010 Census visit www.pascuayaqui-nsn.gov/; email census_2010@pascuayaqui-nsn.gov or www.pagcensus.com.

PAG Regional Council



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Arizona State Transportation
Board Representative



Gary G. Hayes
EXECUTIVE DIRECTOR
Pima Association of Governments

Member Profile



Name: Robert Valencia

Title: Vice Chairman

Represents: Pascua Yaqui Tribe

Served in this capacity since: June 2008

With over 12 years as a Pascua Yaqui elected official including servitude as Chairman of the Pascua Yaqui Tribe.

Professional background: BA Education – University of Arizona; more than 30 years of academic, policy and instructional contributions and leadership in K-12 and Community College educational systems.

Civic Involvement: Proactive involvement with numerous boards and community-based organizations, including United Way, Chicanos Por la Causa and La Frontera.

Region's most pressing issue in your opinion: Getting beyond the budget crises and preparing for an inevitable economic recovery and growth.

Region's best opportunity for economic success: Improving the educational system to ensure the provision of necessary skills and training for an innovative workforce for the region.

What do you like best about what is currently happening at the regional level? The very essence of thinking "regionally" and attempting to bring needed resources, solutions at various scales to problems are challenges we face.

What's your No. 1 priority in your current role? To better understand the key components necessary to meet the next generation of needs for this region.

Transportation open houses set for March 8, 9 and 10

Pima Association of Governments will host open houses March 8, 9 and 10 for public review and comment on proposed regional transportation improvements that start construction or design in the next five-year period as part of the Transportation Improvement Program, as well as proposed elements for the 2040 Regional Transportation Plan.

The value of the improvements identified within the FY 2011-2015 Transportation Improvement Program (TIP) is \$2.2 billion.

The 2040 plan identifies general strategies and specific improvements for improving our transportation network over the next 30 years so we can build livable communities for ourselves and future generations.

The open houses are scheduled as follows:

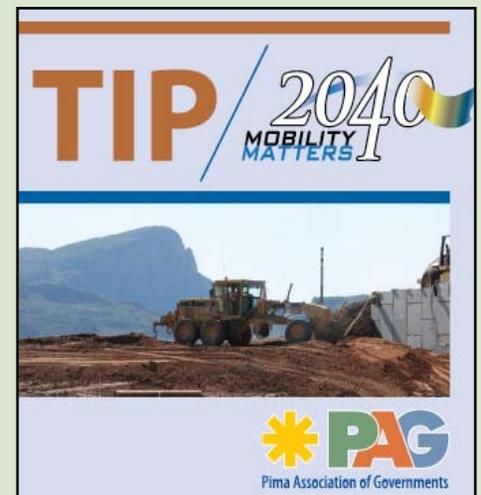
- March 8, 10 a.m. to 12 p.m., Joyner Green Valley Library, 601 N. La Cañada Drive, Green Valley
- March 9, 4:30 p.m. to 6:30 p.m., Randolph Clubhouse, 600 S. Alvernon Way, Tucson
- March 10, 4:30 p.m. to 6:30 p.m., Foothills Mall, in the Food Court, 7401 N. La Cholla Blvd., Tucson

A subcommittee made up of PAG's jurisdictional members updates the TIP annually. A task force made up of both jurisdiction and community interest representatives is guiding development of the RTP. Each of the jurisdictions has projects within both the TIP and RTP.

The TIP and RTP identify priorities for national, state and local roadways transit or bus services; aviation, bike and pedestrian facilities as well as programs such as ride sharing, van pooling and Safe-Routes-to-School. The TIP and RTP include projects funded through the Regional Transportation Authority plan, which Pima County voters approved on May 16, 2006. The \$2.1 billion RTA plan will be implemented up to 2026.

The TIP is scheduled to be presented to PAG's Regional Council for final approval at its May 27 meeting, which will be held in the 5th floor conference room at 177 N. Church Ave. The meeting is open to the public.

The RTP is scheduled to be completed by July 2010. For information about availability of draft documents for review starting April 20, please visit www.pagnet.org.



REGIONAL Outlook March 2010

Regional Outlook is produced by Pima Association of Governments (PAG) to promote sharing among PAG member jurisdictions and a greater understanding of regionally significant activities, resources and services. PAG invites submissions about items of interest. Please send your submissions to ssstorm@PAGnet.org.

REGIONAL TRANSPORTATION AUTHORITY

RTA Project Status

July 1, 2006-Jan. 31, 2010

Total Number of Board Approved Projects	355
Projects Under Development....	158
Projects Under Construction/Implementation ...	30
Transit Projects Implemented	21
Total Number of Projects Completed	146

RTA Financial Status

July 1, 2006 – Jan. 31, 2010

(000s)

RTA Excise Tax Collections ..	\$239,855
Funds Committed.....	\$505,168
Funds Expended.....	\$170,989
Fund Balance	\$ 76,451

RTA projects create 720 new jobs in early years

Transportation projects approved by voters in May 2006 at part of the Regional Transportation Authority plan are generating hundreds of new jobs.

The RTA plan projects generated 720 net new jobs between July 2006 and October 2009, according to a study completed by the University of Arizona Economic and Business Research Center at the Eller College of Management.

During that same time period, the RTA spent \$138.23 million of revenues generated from the ½-cent excise tax and \$2.07 million in federal money. These costs covered design and management, related studies, construction projects, and transit system expansion.

Of the 720 jobs created, the jobs resulted in a net increase of \$75.3 million in labor income and \$146.8 million in gross sales.

“As we developed the RTA plan, we analyzed potential job impact and this fits in with some of our earlier estimates of job creation,” said RTA Executive Director Gary Hayes. “The voters put this capital improvement program in place and we really have them to thank for making these jobs available at this time given our economic climate.”

According to the report, the share of RTA purchases made locally is larger than the share of purchases made by businesses and consumers. A major portion of design, engineering, project management, etc., are obtained from local vendors or conducted

within county government. This higher share of purchases results in direct and indirect jobs and wages, helping to retain money in the community.

All levels of governments also received direct and induced benefits from tax revenue created by the RTA. The revenue impact during the same time period is \$6.7 million, including \$2.5 million retained in Pima County.

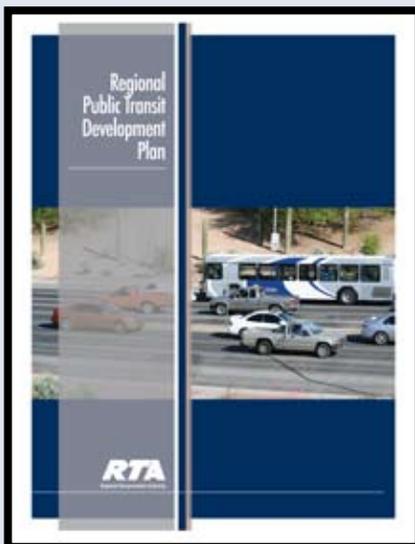
The RTA asked the UA to conduct this study to also determine how the flow of excise tax revenues and current project pricing affected overall RTA plan performance.

The study showed that revenues to date are 13.52 percent below original projections but project costs are running 22.63 percent below original estimates. Due to lower bids for construction projects, the lower project costs are balancing out with the drop in revenues.

Other project-related benefits listed in the study include but are not limited to: less congestion costs to both car and transit passengers, less wear and tear on automobiles, improved safety, enhanced property values along transit routes, increased access for persons without automobiles, and a broader labor market for Pima County employers.

The full report can be accessed online on the home page at www.RTAmobility.com.

Regional transit discussions move forward



Following a December regional transit symposium, the Regional Transportation Authority Board authorized the RTA Executive Director to conduct communications with the Tucson City Manager, to prepare a proposal that would result in the consolidation of regional transit services under the RTA.

The Tucson City Council also approved a resolution allowing Mike Letcher, Tucson City Manager to enter into discussions with RTA Executive Director Gary Hayes.

The RTA Board met again on Jan. 11 to learn more about the concept of regionalizing transit services throughout the metropolitan region.

Discussion included information about the Arizona statute that provides the RTA with legal authority to operate transit systems and to manage the overall system if it makes sense in light of the RTA's major transit investments over the next 20 years.

Voters approved more than \$533 million in transit improvements as part of the RTA plan. The RTA plan, as approved by voters in May 2006, would continue as promised. Management of a regional transit system pertains to governance, which would not compromise the plan.

Financing options of a regional transit system were presented with how maintenance of effort requirements on the part of the jurisdictions would continue as required by state statute until a permanent, dedicated funding source is identified.

In order to continue the dialogue, the RTA Board asked staff to prepare a response to several items, such as identifying the risks, defining the process toward seeking a dedicated funding source, identifying how other regions were able to move toward regional transit and how they obtained public support.

On Jan. 13, the Citizens Accountability for Regional Transportation (CART) Committee met and expressed support of exploring the idea of regional transit and looks forward to more information about the concept. The CART members also indicated that the Committee's current role is to oversee implementation of the RTA plan.

The RTA Board is scheduled to meet again on March 25 and will continue the discussion of moving toward a regional transit system.

\$63 million in grant funding provides icing for streetcar project momentum

The link between the University of Arizona campus, 4th Avenue, downtown and the west side grew a little tighter on Feb. 24 with the announcement of the City of Tucson receiving \$63 million in federal funds to use toward delivery of the modern streetcar project, which voters approved as part of the Regional Transportation Authority plan in May 2006.

The Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant, a program of the U.S. Department of Transportation, is part of the City of Tucson's funding portion of the overall modern streetcar project, which is expected to cost \$150 million. The RTA will fund \$75 million with the half-cent excise tax. In addition, the RTA plan included \$13 million for operations and maintenance.

The City of Tucson was among 1,400 national TIGER Grant applicants competing for a share of the \$1.5 billion program, created to fund innovative multi-modal transportation projects that develop infrastructure and create jobs.

"Funding is in place so that we can finalize streetcar vehicle procurement, solicit bids for all necessary rail and track work, and begin construction," said Tucson Mayor Bob Walkup.

The Mayor acknowledged the long-term support of the modern streetcar project from the Federal Transit Administration, the U.S. Department of Transportation, and southern Arizona's congressional delegation. In addition, the modern streetcar project also has received \$6 million in Congressional appropriations over the last two years.

"Congratulations to the City of Tucson on receiving the TIGER award. The modern streetcar is a central component in creating a strong, efficient and integrated transit system for our region," said RTA Board Chair and Town of Sahuarita Mayor Lynne Skelton. The RTA plan includes a total of \$533 million for transit improvements over the life of the 20-year plan.

"The modern streetcar is of critical importance to any future growth of the University," said University of Arizona President Robert Shelton. "It is the key to connecting the University to downtown and is an exciting step forward to making this a more livable and vibrant community."

To-date, The Gadsden Co. and partners have invested \$28 million on the west side of Interstate 10, anticipating the increase in jobs, homes, shopping and people that the streetcar will bring, Jerry Dixon, partner in The Gadsden Co., said upon learning of the TIGER grant. His company, he said, projects 890 permanent jobs, 400 housing units, a boutique hotel, and retail related to the streetcar's transit-oriented development. "This



is a great moment – our company has been waiting four years for this announcement."

The modern streetcar route will stretch 3.9 miles with more than 100,000 people living and working within a half-mile. The project will connect the Arizona Health Sciences Center, The University of Arizona, Main Gate Square, 4th Avenue Shopping District, Congress Shopping and Entertainment District, and the Mercado District on downtown's west side. For more information on the Modern Streetcar, please visit www.TucsonStreetcar.info.

Grant/Craycroft intersection project almost complete

Work is winding down on much-needed improvements to the Grant Road and Craycroft Road intersection.

The nearly 80,000 motorists who travel through the intersection each day will soon realize the long-term gains after enduring the short-term pain of barricaded travel lanes.



The \$6.4 million in improvements, funded through the voter-approved Regional Transportation Authority (RTA) and managed by the City of Tucson Department of Transportation (TDOT), increase capacity at the intersection, thus decreasing travel delays and improving air quality.

The intersection was rebuilt from the bottom-up and resurfaced to provide a smooth travel surface. The intersection was raised as much as 18

inches to improve drainage and eliminate the potential for recurring potholes that once dotted the roadway. The street drainage collection has been improved with more storm drain capacity through the addition of more underground pipes and surface catch basins.

The Alamo Wash bridge, which needed repair, was replaced as part of the project. New water mains replace the old water facilities, providing decades of new life and capacity to the system. Natural gas lines were lowered and are better protected than before.

A new smart traffic signal system along with dual left-turn capability should improve traffic flow by providing additional capacity at the intersection and reduce the congestion created by vehicles that blocked the through movements waiting to make a left turn.

New six-foot wide sidewalks, bike lanes and bus pullouts provide improved alternate modes of transportation opportunities without disrupting traffic flow in the area.

On behalf of the contractor and the TDOT project team, a special thanks to all the stakeholders for their patience and understanding during the 14-month-long project. Originally scheduled to be completed in 11 months, the project experienced challenges with weather, a holiday shopping season shutdown and redesign.

Sun Shuttle ridership continues to grow

As Sun Shuttle closes in on its first year of service, ridership is on the rise and additional steps are under way to continue the trend.

Sun Shuttle, which launched service in May 2009, started with shuttle stops in Marana, Oro Valley, Sahuarita and Green Valley and, in November, expanded

to include routes that serve the San Xavier District of the Tohono O'odham Nation and portions of unincorporated Pima County.

In the month of January, Sun Shuttle saw record ridership numbers as more residents in the community choose the service as their mode of transportation. All of the routes in the shuttle system provide easy and convenient neighborhood access to shopping,

entertainment and employment centers as well as connections to Sun Tran routes to access regional destinations.

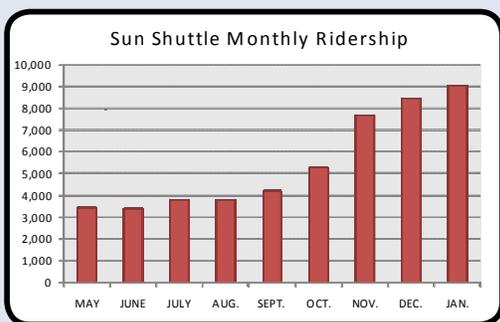
Illustrating our commitment to the success of Sun Shuttle services, new schedules were released in February. Based on community input and suggestions from riders, the changes will improve on-time performance of the system, and provide more convenient transfers between shuttle routes and the Sun Tran system. New Sun Shuttle schedule brochures are available at various locations in each of the communities and online at www.suntran.com. The brochures offer detailed route and schedule information effective Feb. 15 through May 22.

Another round of service improvements is currently being planned for Sun Shuttle's one-year anniversary in May. RTA staff will meet with community leaders and conduct public hearings in select service areas in the coming months to get input on potential service enhancements.

"Recent ridership improvements on routes implemented in May 2009 are a direct result of conversations we have been having with the community," said Jim DeGrood, RTA Director of Transportation Services. "We hope that the upcoming dialogue is just as fruitful."

To learn more about the upcoming public meetings, contact Jeremy Papuga, RTA Transit Planning and Operations Manager at (520) 792-1093.

For general information, visit www.suntran.com and follow the Sun Shuttle link or contact the Customer Service Center at (520) 792-9222. For individuals with TDD equipment, call (520) 628-1565.



ADOT finalizing I-10 widening design plans

The Arizona Department of Transportation is finalizing design plans to widen Interstate 10 between Ruthrauff Road and Prince Road, including reconstruction of the Prince Road Traffic Interchange (TI).

Currently, this stretch of I-10 is three lanes in each direction. ADOT proposes to widen the freeway to four lanes in each direction, which would be better able to handle increases in traffic. Funding availability and a high priority recommendation from Pima Association of Governments have allowed the project to move forward.

ADOT has scheduled the I-10 project from Ruthrauff Road to Prince Road to begin construction in the fall of 2010. The project is currently funded at \$110 million for construction and anticipated to go to bid for construction in late summer of 2010.

ADOT also plans to rebuild the I-10/Prince Road TI so that Prince Road would pass over the Union Pacific railroad tracks and I-10. This proposal would address traffic congestion at the railroad crossing on Prince Road by allowing traffic, including emergency service vehicles, to pass over the railroad tracks. The Federal Highway Administration recommends overpasses above as many cross streets as possible for safety purposes.

Construction will take approximately 18 to 22 months, with Prince Road at I-10 being closed for the majority of that time. Frontage road and ramp closures at the I-10/Prince Road TI also will occur during construction.

Access to all properties in the construction area will be maintained, although drivers may need to use alternate routes.

During construction, ADOT will provide information about construction impacts through roadway signs, weekly traffic alerts, news media announcements

and a project Web site. ADOT also will hold periodic meetings to discuss construction-related traffic impacts with emergency services providers, area businesses and other interested parties.

Contact Information

- Stephen Wilson, ADOT Project Manager, (520) 388-4263 or smwilson@azdot.gov
- Linda Ritter, ADOT Media Relations, (520) 388-4266 or lritter@azdot.gov
- Bill Schlesinger, AECOM Project Manager, (520) 917-4531 or william.schlesinger@aecom.com
- Paki Rico, ADOT Consultant for Community Relations, Gordley Design Group, (520) 327-6077 or paki@gordleydesign.com

PROGRAM BRIEFS

New PAG GIS Manager

Josh Pope joins Pima Association of Governments as GIS Manager. Josh will create planning and development related data and tools to support PAG's regional land use modeling effort and work to improve PAG's web mapping resources.

From 2000 to 2007, Josh led GIS development at The Planning Center, a locally owned private planning firm. The building permit review tools his team created were awarded recognition from both the Southern Arizona Home Builders Association and the Arizona Chapter of the American Planning Association.

Since 2007, Josh has been with the City of Tucson Urban Planning and Design department and the City's Information Technology department where he worked on GIS projects to assist in planning and development review. Josh has a bachelor's of science from the University of Louisville.



PAG Graphic Design Manager Promotion

Philip Cyr is promoted to the position of Graphic Design Manager. Philip began doing graphic design and photography for PAG in 2006. He has had the task of re-branding PAG, as well as designing most of the high-profile publications, graphics, billboards and displays that originate from the PAG offices.

Originally from Maine, Philip attended the University of Maine, and the School of Visual Arts in NYC where he honed his graphic design skills. His professional design career began managing a graphic arts darkroom for a copy shop in Portland, Maine, as well as creating advertising and point-of-purchase displays for Bicknell Photo in Scarborough. From there, he worked for various advertising firms and was Advertising Production Manager for *Seafood Business* and *National Fisherman*, two commercial publications in Rockland, Maine. From 1995-2001, he managed a design team which created award-winning graphics and publications for Creative Communications, a department of Northern Arizona University in Flagstaff.



First biodiesel manufacturing facility opens in Tucson

EDG Fuels will open its Biodiesel Manufacturing and Refining Facility in Tucson this month at 8969 S. Eisenhower Road.

The facility will create approximately 19 "green jobs" and will be fully automated within the first year, operating 24-7.

EDG Fuels collects used cooking oil from Tucson-area based businesses through its Enjoy Dining Green program as well as collects used cooking oil from other businesses around the country.

Production levels are expected to reach 3 million gallons of biodiesel fuel in the first year with a potential to expand to a 6 million gallon capacity.

Enjoy Dining Green is a coalition of concerned and environmentally conscious people and restaurants that offers free collection containers, free collection service and recognition as a Green Contributor on the Enjoy Dining Green Web site. For more information, contact Vivian Sampson at (520) 790-3341 or visit www.enjoydininggreen.com.

EDG Fuels and Enjoy Dining Green are part of the EDG network which also includes Environmental Development Group (EDG). More information is available at www.edgroup.us

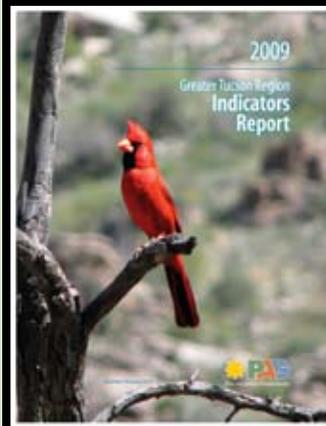
Progress shown in five focus areas in 2009 Greater Tucson Region Indicators Report

PAG will present the second Tucson Region Indicators Report to the Regional Council in March. This report provides a snapshot of the region with data on key measures that characterize its current health from an environmental and community perspective.

Five theme areas are: Natural Resources, Air Quality, Water, Transportation and Energy, and Community and Economy. They represent the essence of the community and its influence

on the land and our environment.

This report builds on data from the initial report and provides trends for key indicators, with the addition of a few new indicators. Buffelgrass is featured for the first time as we monitor data to track expanding regional progress to control this invasive plant.



Positive indicators include trends showing reduced reliance on groundwater; use of more reclaimed water for irrigation; increased use of alternative fuels and vehicles; higher transit ridership; increased use of solar energy and investments in green buildings, and a rising number of high school graduates.

It will be important for us to consistently monitor the health of our community and environment in these key areas, as our region grows and we focus on sustainability and making better choices to influence the Tucson region's future. This report will be available on the PAG Web site soon at www.PAGnet.org.

Final steps for 2040 Regional Transportation Plan

No small plans will do when developing 30 years worth of transportation improvements for our region.

PAG is nearing the final stages of developing the 2040 Regional Transportation Plan (RTP), which will include extensive information, project lists and strategies for the region's transportation future. The 2040 RTP is a blueprint for transportation solutions through the year 2040.

Pima Association of Governments updates the RTP every four years. As a multi-jurisdiction region, we look ahead to identify efficient and affordable improvements to our transportation system so that we can build communities where we, and future generations, will want to live.

Through the RTP planning process, transportation stakeholders, jurisdictions and the public identified transportation needs of nearly \$30 billion over the next 30 years. The long-range plan must be fiscally constrained and with nearly \$18 billion in projected revenues, not all needs can be included in the plan. The \$18 billion assumes an extension of the Regional Transportation Authority half-cent excise tax, which funds the 20-year \$2.1 billion RTA plan. The tax currently will be collected through FY 2026.

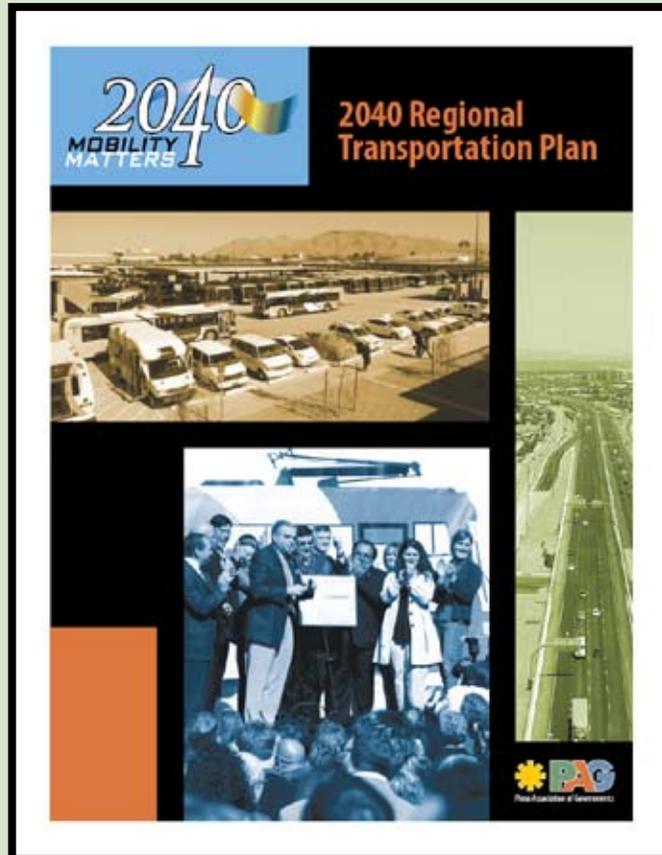
PAG also manages the short-range Transportation Improvement Program, which is updated every year and implemented over 5 years. The RTA plan is another long-range plan managed by PAG.

Potential funding for projects in the RTP is identified now and as projects from the RTP move up into the five-year TIP cycle, current funding sources are matched to the project.

Transportation needs far outweigh the region's financial ability to meet them. Declining gas tax collections due to more energy-efficient vehicles, declining highway user revenue funds and dwindling buying power with existing funds create severe challenges in identifying sufficient future transportation funding sources.

The 2040 RTP is more than a list of transportation projects and programs. It includes a vision for what the regional transportation system will look like in 30 years, along with goals and implementation strategies to help realize the transportation future we envision for ourselves.

The 2040 RTP recognizes the importance of improving all modes of travel



within the region and includes improvement for vehicular, transit, bicycle, pedestrian and aviation travel. The 2040 RTP Implementation Strategies are action steps that can be taken by the eight jurisdictions in the region, PAG or the entire community to bring the concepts in the 2040 RTP to reality.

To view a complete list of projects to be included in the plan or to comment, please visit www.PAGnet.org

Carbon Monoxide (CO) Maintenance Plan approved for Tucson Air Planning Area

The U.S. Environmental Protection Agency approved two revisions to the Arizona State Implementation Plan (SIP): the 2008 Revision to the CO Limited Maintenance Plan (LMP) submitted in July 2008, and a statutory provision, submitted in June 2009, that extends the life of the state's vehicle emissions inspection program through the end of 2016.

The effect of this action continues commitments related to the maintenance of the CO standard in the Tucson Air Planning Area for 10 years, effective Jan. 20, 2010.

Arizona Obligates Recovery Act Funds

Soon after President Obama signed the American Recovery and Reinvestment Act of 2009 (ARRA), Arizona was given very tight deadlines to “obligate” the funds associated with the act. Prior to the March 2 deadline Arizona successfully “obligated” all of its ARRA funds, including approximately \$98.8 million for state and local federal aid network projects in the PAG region.

To “obligate” funds for a project means that the project plans must be completed, including any required environmental, utility and right-of-way clearances. Only after a project has funds “obligated” for it, can it be put out to bid.

A majority of the projects were pavement preservation projects but also included system upgrades such as ADOT’s Interstate 10: Marsh Station Traffic Interchange reconstruction and the State Route 86 (Ajo Way) - Mile Post 141 to Reservation Boundary widening. The pavement preservation projects are in very early stages of implementation but bids should be received on most projects by spring and work should start soon after. After all the projects are under way, the region will compare the estimates to actual bid amounts and develop new projects to spend any bid savings if costs come in under the original estimates.

PAG, CAAG and MAG sign historic planning agreement

Pima Association of Governments, Central Arizona Association of Governments and Maricopa Association of Governments jointly signed a historic resolution of planning coordination on Dec. 17, 2009. The resolution signifies their desire to work together in a collaborative process to plan for growth in the metropolitan area known as the Sun Corridor.

A week prior, the PAG Regional Council adopted the joint resolution during its regular meeting, giving the go-ahead to then Chair Mayor Lynne Skelton to sign the joint resolution on behalf of our region.

During the Dec. 17 meeting of the three regions, Mayor Skelton expressed that “we are confident this agreement will result in the Sun Corridor enhancing its economic position by providing the transportation connections and distribution centers that will serve as a competitive and attractive market for global trade.”

Staff from the regions are meeting again March 9 at the Gila River Indian Community to share information on freight/goods movement and related transportation studies underway in their respective areas.



All-electric Nissan LEAF takes a spin in Tucson on Dec. 30



The all-electric Nissan LEAF stopped in Tucson on Dec. 30 as part of its 22-city Zero Emission Tour.

An invitation-only event at the Pennington Street Garage and a public event held in the parking lot of Maloney’s, at 213 N. 4th Ave., drew more than 300 people.

Tucson Clean Cities, a program of Pima Association of Governments, hosted the event and co-sponsored it

with Tucson Electric Power Co. and Nissan North America.

Speakers included Arizona Secretary of State Ken Bennett, Tucson City Councilmember Karin Uhlich, Ward 3, David Hutchens, Tucson Electric Power Co. Vice President of Energy Efficiency and Resource Planning, and Tracy Woodard, Nissan North America Director of Government Affairs.

The LEAF is expected to enter the Tucson market in late 2010. Nissan North

America and Pima Association of Governments, with its Clean Cities program, signed a memorandum of understanding in March 2009. Through the partnership, the Tucson Regional Clean Cities Coalition will assist with the development of electric-vehicle infrastructure in the Tucson region in advance of deployment of the LEAF in 2010, particularly for commercial fleets.

The Tucson/Phoenix market is one of only a small group of select markets along with select cities in California, Oregon, Washington and Tennessee to be part of the early roll out of the vehicle. While commercial availability of the LEAF will start in December 2010, the company expects wide availability of the vehicle by spring 2011, making the LEAF the first mass-produced electric vehicle in history.

The LEAF is a 5-passenger, 5-door sedan with a speed of up to 90 mph. The car, when fully charged, has a range of 100 miles, and is ideal for people who drive less than 100 miles per day and have a secondary vehicle for out-of-town driving.

Electric transportation innovators, ECotality of Scottsdale, through a \$99 million grant from the U.S. Department of Energy, are now planning for implementation of EV infrastructure in the cities initially receiving the LEAF. As part of the D.O.E. grant, Nissan also will play a role in providing initial LEAF owners in launch markets a home EV charging station, including installation, allowing easy overnight charging.