

January 17, 2012

TO: Members of the MAG Regional Council

FROM: Mayor Hugh Hallman, City of Tempe, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 5:00 p.m.
Wednesday, January 25, 2012
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next MAG Regional Council meeting will be held at the MAG offices at the time and place noted above. Members of the Regional Council may attend either in person, by videoconference or by telephone conference call. Members who wish to remove any items from the Consent Agenda are requested to contact the MAG office. Supporting information is enclosed for your review. Please park in the garage underneath the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Due to the “The Spotlight Is On Our Region” at the Herberger Theater, there will not be a dinner following the Regional Council meeting at the MAG Office this month.

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 the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation. If you have any questions, please call the MAG Office.

c: MAG Management Committee

**MAG REGIONAL COUNCIL
TENTATIVE AGENDA
January 25, 2012**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Regional Council 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 Regional Council requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Regional Council on activities of general interest. Members will hear a report on the recent remodel of the MAG Offices, and are invited to take a tour following the meeting.

5. Approval of Consent Agenda

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

3. Information.

4. Information and discussion.

5. Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

MINUTES

*5A. Approval of the December 7, 2011, Meeting Minutes

5A. Review and approval of the December 7, 2011, meeting minutes.

TRANSPORTATION ITEMS

*5B. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2011 to June 30, 2011. Please refer to the enclosed material.

*5C. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified nine times with the last modification approved by Regional Council on October 26, 2011. Since then, there is a need to modify projects in the programs. The projects listed in Table A are the technical modifications related to the Arterial Life Cycle Program that was approved by the MAG Regional Council on September 21, 2011. The additional project change requests are modifications to project costs and new projects related to newly awarded federal funds for both safety and transit projects. On December 8, 2011, the Transportation Review Committee recommended approval of the project changes. The attached table lists all project changes, and highlights modifications made to the project change requests since TRC met. These modifications are mainly clerical and minor adjustments to financial information. The projects in Table A are dependent on a new finding of conformity, which will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee. The projects in Table B may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination. On January 11, 2012,

5B. Information.

5C. Approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

the MAG Management Committee recommended approval. This item is on the January 18, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

*5D. Recommendation of Projects for FY 2012 Traffic Signal Optimization Program

On July 19, 2010, the list of consultants for the Intelligent Transportation System (ITS) and Transportation Safety on-call services was approved by the MAG Regional Council Executive Committee. The FY 2012 Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes \$430,000 for the Fiscal Year (FY) 2012 Traffic Signal Optimization Program (TSOP), including an estimated balance of \$30,000 carried over from FY 2011. On October 17, 2011, a request for new projects for the FY 2012 TSOP was announced. A total of seven project applications was received that would lead to improved traffic operations at 127 traffic signals in seven affected jurisdictions. A new feature of the program will be the performance of before-and-after evaluations of projects. The estimated cost of these projects and the evaluations is \$230,740. All TSOP projects will be carried out using the approved qualified on-call consultants. The applications also identified the need for training 15 individuals on SYNCHRO, a traffic signal timing software used by local agencies. The estimated cost of the SYNCHRO training is \$10,000. The total cost for these projects including training is estimated at \$240,740. A second call for projects may be needed to utilize all available TSOP funds. under contract with MAG. This item was recommended for approval by the MAG ITS Committee on November 27, 2011, by the Transportation Review Committee on December 8, 2011, and by the MAG Management Committee on January 11, 2012. Please refer to the enclosed material.

*5E. Amendment of the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update to Include High Occupancy Vehicle (HOV) Lane Ramps at Loop 101 and Maryland Avenue

5D. Approval of the list of FY 2012 Traffic Signal Optimization Program projects and before-and-after project evaluations for an estimated cost of \$230,740, and a regional training workshop on the SYNCHRO software for an estimated cost of \$10,000.

5E. Approval of a new project to add HOV direct connection ramps at the LI01 and Maryland Avenue for an estimated cost of \$14.5 million, that the remaining uncommitted funds in the Statewide Transportation Acceleration Needs Account

In July 2010, the Regional Council approved a \$9 million increase in the budget to construct High Occupancy Vehicle (HOV) lanes on Loop 101 from Tatum Boulevard to the junction with Interstate-10 in the West Valley so that the freeway in the vicinity of the Maryland Avenue overpass could be widened to accommodate the future construction of ramps that would provide direct access to the LI01 HOV lanes from Maryland Avenue. As part of the MAG Regional Council action, the ramp connections were included in the MAG Regional Transportation Plan as an illustrative project. The HOV lane project is almost complete, and the final component of the project is to construct the ramp connections from the overpass to the LI01 HOV lanes. Glendale has identified about \$8 million that is in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region that Glendale is proposing to use to pay for a portion of the project. Glendale is proposing that the balance of the regional funding of up to \$7.5 million be used to cover the remaining cost of the project. This item was recommended for approval by the MAG Transportation Review Committee on December 8, 2011, and the MAG Management Committee on January 11, 2012. This item is on the January 18, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

*5F. Ratification of Geographic Representative for the Transportation Policy Committee

The composition of the Transportation Policy Committee (TPC), established by the Regional Council on April 24, 2002, includes three members selected from areas that need to be represented to achieve geographic balance, with the members selected from and by the under represented geographic area and ratified by the Regional Council. Interstate 17 is used as a boundary in determining geographic balance. Due to recent elections, one of the geographic balance seats is vacant. The West Valley members have conferred and concurred on Mayor Sharon Wolcott, City of Surprise, to fill the unexpired

(STAN) for the MAG region, estimated to be approximately \$8 million, be allocated to this project with the MAG Freeway/Highway program paying for the balance of the costs up to \$7.5 million, and that the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update be amended, pending a finding of air quality conformity.

5F. Ratification of the appointment of Mayor Sharon Wolcott, City of Surprise, to fill the unexpired portion of the geographic balance seat, two-year term (June 2012), on the Transportation Policy Committee.

portion of the two-year term (June 2012). Please refer to the enclosed material.

AIR QUALITY ITEMS

*5G. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter. Please refer to the enclosed material.

*5H. New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

On September 21, 2011, the MAG Regional Council approved a Draft Fiscal Year 2012 Arterial Life Cycle Program amendment for several projects to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2010 Update, as appropriate, contingent on a new Finding of Conformity. Since that time, MAG staff has completed a regional emissions analysis for the proposed amendment. The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. On December 2, 2011, a 30-day public review period began on the conformity assessment and amendment. Please refer to the enclosed material.

5G. Information and discussion.

5H. Approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, as amended.

*5I. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to Arizona Department of Transportation projects, the addition of new Highway Safety Improvement Program projects, and new transit projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments are requested by January 20, 2012. Please refer to the enclosed material.

*5J. Update on the MAG Five Percent Plan for PM-10 and EPA Proposed Ozone Nonattainment Area Boundary

An update is provided on the MAG Five Percent Plan for PM-10 and the activities to prevent PM-10 exceedances at the monitors and throughout the region. The Arizona Department of Environmental Quality (ADEQ) is continuing to prepare the documentation for the 21 days of exceptional events in 2011 with technical assistance from Maricopa County and MAG staff. On November 22, 2011, positive comments and suggestions were received from the Environmental Protection Agency (EPA) informally on the first group of exceptional events for July 2-8, 2011. The documentation will be revised and submitted officially at the end of December. Following the November Regional Council Executive Committee meeting, a letter was sent to EPA to discuss a concept for streamlining the exceptional events process by enabling the states and tribes to make the exceptional events determinations, after consultation with EPA. Regarding the plan, ADEQ needs to provide the final Dust Action General Permit, a commitment to assess the effectiveness of the voluntary and emerging control measure (Dust Action General Permit), Agricultural Best Management Practices Program Rule Revision, and

5I. Consultation.

5J. Information and discussion.

a commitment to submit the technical support documentation for the Agricultural Best Management Practices Rule Revision. Regarding ozone, EPA sent a letter to the Governor on December 9, 2011 that proposed the nonattainment area boundary for the 2008 eight-hour ozone standard (0.075 parts per million) based upon a recent recommendation from ADEQ. The proposed boundary would expand the current nonattainment area to the west and southwest where new power plants are located. Please refer to the enclosed material.

GENERAL ITEMS

*5K. Mesa Fire Department Request for a Public Safety Answering Point

The City of Mesa Fire Department is requesting to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group. Mesa Fire recently has expanded its facilities and has expressed interest in developing and implementing a new PSAP in addition to the existing Mesa Police PSAP, which will continue its activities and representation on the MAG PSAP Managers Group. The Mesa request has been approved by the MAG PSAP Managers Group on October 13, 2011, the MAG 9-1-1 Oversight Team on December 7, 2011, and the MAG Management Committee on January 11, 2012. Please refer to the enclosed material.

*5L. Status Update on the June 30, 2011 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2011

The accounting firm of LarsonAllen, LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2011. An unqualified audit opinion was issued on November 16, 2011, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The

5K. Approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group.

5L. Acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2011.

independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2011 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2011 CAFR, this would be the agency's 14th consecutive award. The audit opinion was recommended for acceptance by the MAG Management Committee on January 11, 2012, and the MAG Regional Council Executive Committee on January 17, 2012. Please refer to the enclosed material.

*5M. MAG Committee Operating Policies and Procedures

On July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. Officer appointments for technical and other policy committees will be made by the MAG Executive Committee and are eligible for one-year terms, with possible reappointment to serve up to one additional term by consent of the respective committee. The MAG organization has been operating under these policies and procedures for approximately 2½ years. On January 17, 2012, the MAG Regional Council Executive Committee recommended that the terms for the technical and other policy committee officers be extended to two-year terms to provide more continuity. The terms of officers for the Regional Council, Executive Committee, Transportation Policy Committee, Management Committee and Economic Development Committee will remain the same.

5M. Approval to update Section 5.05 - Terms of Officers to two-year terms for the technical and other policy committees in the MAG Committee Operating Policies and Procedures.

*5N. Ratification of the Annual Performance Review and Compensation Benefits of the MAG Executive Director

In January 2003, the Regional Council approved an agreement to hire the current Executive Director. As part of this agreement, it was provided that the Executive Director would receive an annual performance review conducted by the Executive Committee. On November 30, 2011, an evaluation survey and Major Regional Goals and Results for FY 2011-2012 were sent to members of the Regional Council to receive their input on the review. On January 17, 2012, the MAG Regional Council Executive Committee discussed the performance of the Executive Director, and took action regarding the compensation/benefits of the Executive Director. The action of the Executive Committee is being presented to the Regional Council for ratification. Please refer to the enclosed material.

5N. Ratification of the action of the Executive Committee regarding compensation/benefits of the MAG Executive Director.

ITEMS PROPOSED TO BE HEARD

6. Appointment of the Vice Chair of the Transportation Policy Committee

On June 29, 2011, the Chair and Vice Chair of the Transportation Policy Committee (TPC) were appointed by the MAG Regional Council. Due to recent municipal elections, the position of Chair of the TPC became vacant on January 1, 2012. According to the MAG Committee Operating Policies and Procedures, the Vice Chair, Mayor Jim Lane, City of Scottsdale, ascended to the position of Chair to serve for the remainder of the term (June 2012). On November 28, 2011, a memorandum was sent to members of the TPC requesting that elected members of the TPC interested in filling the vacant Vice Chair position submit letters to the MAG office by January 13, 2012. In response, two letters, from Mayor Jackie Meck of the Town of Buckeye, and Councilmember Jack Sellers of the City of Chandler, have been received. The Regional Council will be requested to appoint the Vice Chair of the TPC to serve for the remainder of the term (June 2012). Both the Chair and Vice Chair positions will be eligible to serve an additional

6. Appointment of the Vice Chair of the Transportation Policy Committee to fill the remainder of the term (June 2012).

full-year term. Please refer to the enclosed material.

7. Results of the Proposition 400 Performance Audit

As part of the enabling legislation for Proposition 400, a performance audit of the program was required to be conducted every five years, beginning in 2010, by the Auditor General of Arizona. The Performance Audit of the Maricopa County Regional Transportation Plan was released on December 21, 2011. The audit produced 25 recommendations to improve the oversight and management of the program. One important finding was that the program should continue to be implemented. A series of recommendations dealt with improving the documentation and rationale for program changes and to produce one-page project report cards that would provide the description and status of each project. A plan to implement each recommendation related to MAG will be provided by March 2012. As required by state law, a public hearing on the audit findings and recommendations is being held by MAG at 3:00 p.m., January 18, 2012, in the MAG Saguaro Room. Please refer to the enclosed Executive Summary of the audit and response that MAG staff submitted in response to the recommendations. The complete report is available online at: <http://www.azauditor.gov>.

8. Proposed Change of Time for Regional Council Meetings

Historically, Regional Council meetings have been set for 5:00 p.m. On January 17, 2012, the MAG Regional Council Executive Committee considered this change and recommended moving the Regional Council start time from 5:00 p.m. to 11:30 a.m. A working luncheon would be included. Regional Council action to move the start time of the Regional Council meetings to 11:30 a.m is requested.

9. Legislative Update

An update will be provided on legislative issues of interest.

7. Information and discussion.

8. Approve moving the start time for the Regional Council meetings from 5:00 p.m. to 11:30 a.m.

9. Information, discussion, and possible action.

10. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting will be requested.

11. Comments from the Council

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

Adjournment

10. Information and discussion.

11. Information.

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

December 7, 2011
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Hugh Hallman, Tempe, Chair
Mayor Marie Lopez Rogers, Avondale,
Vice Chair
Councilwoman Robin Barker, Apache Junction
* Mayor Jackie Meck, Buckeye
Mayor David Schwan, Carefree
Councilman Dick Esser, Cave Creek
Mayor Jay Tibshraeny, Chandler
* Mayor Lana Mook, El Mirage
* President Clinton Pattea, Fort McDowell
Yavapai Nation
Mayor Jay Schlum, Fountain Hills
* Mayor Ron Henry, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor John Lewis, Gilbert
Mayor Elaine Scruggs, Glendale
Mayor Georgia Lord, Goodyear
Mayor Yolanda Solarez, Guadalupe

Mayor Thomas Schoaf, Litchfield Park
Supervisor Mary Rose Wilcox, Maricopa Co.
Mayor Scott Smith, Mesa
Mayor Scott LeMarr, Paradise Valley
Mayor Bob Barrett, Peoria
* Vice Mayor Thelda Williams, Phoenix
Mayor Gail Barney, Queen Creek
* President Diane Enos, Salt River
Pima-Maricopa Indian Community
Mayor Jim Lane, Scottsdale
Mayor Lyn Truitt, Surprise
* Mayor Adolfo Gamez, Tolleson
* Mayor Kelly Blunt, Wickenburg
Mayor Michael LeVault, Youngtown
* Felipe Zubia, State Transportation Board
* Victor Flores, State Transportation Board
Roc Arnett, Citizens Transportation Oversight
Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call. + Attended by videoconference

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair Hugh Hallman at 5:07 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Hallman noted that Roc Arnett, Councilmember Robin Barker, Mayor Bob Barrett, Mayor Michael LeVault, Mayor Marie Lopez Rogers, Mayor Georgia Lord, Mayor Jay Schlum, Mayor David Schwan, and Mayor Yolanda Solarez were participating in the meeting by teleconference.

Chair Hallman noted that this was the last Regional Council meeting for Mayor Lyn Truitt. He expressed appreciation to Mayor Truitt for his service to the MAG region. Mayor Truitt was applauded.

Chair Hallman noted that the amendment to House Resolution 1633 that was emailed earlier that afternoon was at each place.

Chair Hallman requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item or a yellow public comment card for Consent Agenda items, or items on the agenda for action. He noted that transit tickets for those who used transit to attend the meeting were available from staff.

3. Call to the Audience

Chair Hallman noted that the Call to the Audience provides an opportunity to members of the audience who wish to speak 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 are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Hallman called forward Ms. Dianne Barker for public comment. Ms. Barker complimented MAG on the remodeled office space. She said that she knew MAG originally wanted a new building, but the taxpayers would appreciate the remodeling option more. Ms. Barker expressed support for funding for the study of high speed rail and for having standard types of rail in the region. She stated that when Arizona or MAG invests in corridor studies in cooperation with other states, contractors should be required to bring the manufacturing facilities here in order to bring jobs to this state. Chair Hallman thanked Ms. Barker for her comments.

Chair Hallman called forward Mr. Joseph Ryan for public comment. Mr. Ryan stated that MAG is responsible for transportation planning, which is a key element in the nation's economy, along with education. He stated that some transportation improvements, such as ramp metering, cause traffic congestion and pollution, and these are problematic when an executive is considering whether to locate his company here. Mr. Ryan stated that he objects to anything that slows down commute times, such as implementing new systems that add transfers to trolleys. Chair Hallman thanked Mr. Ryan for his comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith referenced the MAG-produced domestic violence video that was presented in October to the Regional

Council. He said that at that time, member agencies were requested to show the video on their municipal channel 11s, and as a result, MAG has been receiving calls from women in danger who have seen the video and are asking for help. Mr. Smith stated that this shows that the video is making a difference. He stated that a less graphic version of the video will be released Friday.

Mr. Smith announced that MAG was notified that it had received the Government Finance Officers Association Distinguished Budget Presentation Award for MAG's effective budget presentation. He noted that this is the 13th consecutive year MAG has received the award, and he added that in fiscal year 2009, only three councils of governments out of 1,254 in the U.S. and Canada received the award. Mr. Smith expressed his appreciation to the member agencies for their input into the budget and to Becky Kimbrough, MAG Fiscal Services Manager, and her staff. Chair Hallman extended congratulations on the award.

Mr. Smith stated that the 2012 Desert Peaks Awards will be held in conjunction with the Annual Meeting held in June. He said that MAG is requesting that Regional Council members submit names of community leaders with a solid understanding of regional issues for the judging panel. Mr. Smith noted that the sponsorship request letters are being mailed this week. He added that the call for entries will be issued in late January 2012 with a March 14 deadline for entry.

Chair Hallman thanked Mr. Smith for his report. No questions from the Council for Mr. Smith were noted.

5. Approval of Consent Agenda

Chair Hallman noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, and #5H were on the Consent Agenda. He noted that no public comment cards had been received. Chair Hallman asked members if they had questions or requests to hear an item individually. None were noted.

Chair Hallman recognized public comment from Mr. Ryan, who stated his objection to a time limit on public comment at MAG, which he thought violates federal law. He said that when using federal money federal appropriations language says that the public should have as much time as they want to speak. Mr. Ryan stated that most people will change their course of action when they are doing something wrong. He said that he came from Philadelphia where they used to have trolleys, but many cities have removed them because they are costly. Mr. Ryan stated that before the vote for Proposition 400, many people pointed out there were errors in the environmental impact statement and the record of decision, which said that time would be saved going to the airport. He remarked that this is untrue because transfers are required. He said that these things make no sense, but no one says to cancel the trolley. Mr. Ryan described how a rapid transit system could be built at a low cost and less intrusion by using a process similar to what the Japanese are using. Chair Hallman thanked Mr. Ryan for his comments.

Mayor Truitt moved to approve the Consent Agenda. Councilmember Esser seconded, and the motion passed unanimously.

5A. Approval of the October 26, 2011, Meeting Minutes

The MAG Regional Council, by consent, approved the October 26, 2011, meeting minutes.

5B. Arterial Life Cycle Program Status Report

The Arterial Life Cycle Program (ALCP) Status Report provides an update on ALCP projects scheduled for work and/or reimbursement in the current fiscal year, program deadlines, revenues, and finances for the period between April 2011 and September 2011.

5C. FY 2012-2014 MAG Highway Safety Improvement Program Projects

The MAG Regional Council, by consent, approved the listing of selected projects for FY 2012-2014 Highway Safety Improvement Program funds. Starting in FY 2010, MAG has been receiving a total of \$1 million in federal Highway Safety Improvement Program (HSIP) funds from the Arizona Department of Transportation (ADOT) to be programmed for road safety improvements in the region. A total of 29 projects that were approved by the MAG Regional Council for FY 2010 and 2011 are currently being implemented. At the recommendation of ADOT, three fiscal years are being programmed to help expedite project implementation. On August 31, 2011, MAG issued a call for road safety improvement projects to be programmed in FY 2012-2014. A total of 23 project applications was received. The Transportation Safety Committee reviewed all the applications at its meeting on October 4, 2011, and recommended a list of projects for each fiscal year and the funding amounts. The list of projects was recommended for approval by the MAG Transportation Review Committee on October 27, 2011, and by the MAG Management Committee on November 9, 2011. Although the total estimated cost for FY 2012 slightly exceeds the annual allocation, it is expected to be approved by ADOT.

5D. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2012 CMAQ Funding

The MAG Regional Council, by consent, approved a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2012 CMAQ funding and to retain the prioritized list for any additional FY 2012 CMAQ funds that may become available due to closeout, including any redistributed obligation authority, or additional funding received by this region. The purchase of PM-10 Certified Street Sweepers supports committed control measures made in regional air quality plans to reduce particulate matter that becomes airborne from vehicle travel on paved roads. A revised amount of \$1,367,422 is available for distribution. The amount was revised due to \$46,226 now being available from the disposition of older street sweepers. With the funding now available, seven street sweepers may be funded in the region for Tempe, El Mirage, Scottsdale, Surprise (2), Phoenix, and Carefree. With the available funding, seven street sweepers may be funded in the region for Tempe, El Mirage, Scottsdale, Surprise (2), Phoenix, and Carefree. On October 27, 2011, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2012 CMAQ funding and to retain the prioritized list for any additional FY 2012 CMAQ funds that may become available due to closeout, including any redistributed obligation authority, or additional funding received by this region. On November 9, 2011, the MAG Management Committee

recommended approval of the prioritized list. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on October 11, 2011, in accordance with the MAG Federal Fund Programming Principles. Please refer to the enclosed material.

5E. Approval of Draft July 1, 2011 Maricopa County and Municipality Resident Population Updates

The MAG Regional Council, by consent, approved the draft July 1, 2011 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. MAG staff has prepared draft July 1, 2011 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to prepare budgets and set expenditure limitations, were prepared using the 2010 Census as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Administration, on November 1, 2011, the MAG Population and Technical Advisory Committee recommended approval of these draft Updates provided that the County control total is within one percent of the final control total. On November 9, 2011, the MAG Management Committee recommended approval.

5F. Proposed 2012 Edition of the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details for Public Works Construction represent the best professional thinking of representatives from many agency Public Works/Engineering Departments, and are reviewed and refined by members of the construction industry. They were written to fulfill the need for uniform rules for public works construction performed for Maricopa County and the various cities and public agencies in the county. It further fulfills the need for adequate standards by the smaller communities and agencies who could not afford to promulgate such standards for themselves. The MAG Standard Specifications and Details Committee has completed its 2011 review of proposed revisions to the MAG publication. A summary of cases and a voting summary were provided. A summary of these recommendations also has been sent to MAG Public Works Directors for review for a period of one month. The package sent to the MAG Public Works Directors included links to the Draft MAG Standard Specifications and Details for Public Works Construction - 2012 Edition. This information is available online for review at the following internet address:

<http://www.azmag.gov/Events/Event.asp?CMSID=3905>. If no objections to any of the proposed revisions have been suggested within the month review timeframe, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the 2012 edition will be available for purchase in January 2012.

5G. MAG Transportation Safety Committee Vice Chair Appointment

The MAG Regional Council, by consent, appointed Renate Ehm, City of Mesa, to serve as Vice Chair of the MAG Transportation Safety Committee beginning January 2012. On July 22, 2009, the MAG Regional Council approved the MAG Committee Operating Policies and Procedures. Officer appointments for technical and other policy committees will be made by the MAG Executive Committee and are eligible for one-year terms, with possible reappointment to serve up to one additional term by consent of the respective committee. According to the policies and procedures, the committee's vice

chair will ascend to the chair position, and letters of interest were requested for the vice chair positions to be appointed by the Regional Council Executive Committee. A memorandum was sent to the Transportation Safety Committee explaining that the officers of this committee have served their second one-year term. No letters were received for the Vice Chair position of the Transportation Safety Committee. On November 14, 2011, the MAG Regional Council Executive Committee recommended that MAG staff reach out to the Transportation Safety Committee members to fill the position of Vice Chair and forward that recommendation to the MAG Regional Council for approval. The name of Renate Ehm, City of Mesa, has been submitted to serve as Vice Chair of the MAG Transportation Safety Committee beginning January 2012.

5H. Metropolitan Business Planning Initiative Business Consultant Selection

The MAG Regional Council, by consent, approved the selection of Value Point for tasks five and six to guide the development of the business plan and prospectus with the greater economic development community for an amount not to exceed \$88,000. At the November 24, 2011 Regional Council Executive Committee meeting, the consultant selection for the Metropolitan Business Planning Initiative was considered. The Executive Committee selected Elliott D. Pollack and Company to perform tasks one through four (data collection and analytics) for the effort. For tasks five and six (develop the business plan and prospectus), the Executive Committee directed staff to collect more information from the review team regarding their preference for a business consultant if it were to proceed immediately. The review team was consulted and the majority indicated agreement to proceed with Value Point to develop the business plan and prospectus.

6. Salt Lake City/Utah Transit Authority Transit Tour

Marc Pearsall, MAG Transit Planner, provided an overview of the multimodal tour of the Salt Lake City/Utah Transit Authority transit system. Mr. Pearsall stated that about one year ago Peoria City Manager Carl Swenson requested that MAG examine the possibility of a tour to a peer region that best showcased mixing multimodal transit modes, while emphasizing the economic development benefit of that transit. He noted they looked into the peer cities of Dallas, Denver, Portland, Salt Lake City, San Diego, and Seattle. Mr. Pearsall stated that Salt Lake City rose to the top of the list because the location was relatively close and also Salt Lake City has gone to great lengths in the last 12 years to expand their transit service and programs.

Mr. Pearsall noted that 41 representatives from the MAG region attended the one and one-half day tour, which included a trip from Salt Lake City to Ogden on their front runner commuter rail system, which is an inter-urban system that runs every half hour, all day long. He noted that throughout the tour, the mayors of different municipalities stepped on board and told participants what the rail has done for their particular city and community and how it linked all the communities. The Ogden Mayor greeted them and gave them a bus tour of downtown Ogden and focused on transit oriented development and bringing people back to the downtown area.

Mr. Pearsall stated that the tools to renovate and focus on economic development were discussed. He said that these tools included the Utah Redevelopment Agency (RDA), Economic Development Agency

(EDA) and Community Development Agency (CDA) funding mechanisms. Mr. Pearsall noted that these types of mechanisms are not available in the MAG region.

Mr. Pearsall stated by 2015 Utah Transit Authority will have five light rail lines and two commuter rail lines. He noted the common themes and observations seen throughout the UTA team included cooperation, focusing on economic development through transit oriented development, enabling unique financing and funding options, centralized operations (one transit provider), engineering and technology innovations, linked policies for land use and transportation, and designation as a real estate broker (able to own land). He indicated that the UTA website (www.rideuta.com) contains more information. Chair Hallman thanked Mr. Pearsall for his report. No questions from the Council were noted.

7. Update on the MAG Five Percent Plan for PM-10

Lindy Bauer, MAG Environmental Director, stated that there were two exceptional events since the last Regional Council meeting, which brings the total of exceedances of the PM-10 standard to 101 in 2011. She noted that all but one of these 101 exceedances were due to high winds.

Ms. Bauer explained that the San Joaquin Unified Air Pollution Control District estimated that it took 453 hours of staff time to document one high wind exceptional event, and she stated that the work to document the 21 days of exceptional events in the MAG region to the EPA will require 1,189 work days. Ms. Bauer remarked that this imposes a tremendous workload on staff and MAG staff has been working closely with the Arizona Department of Environmental Quality (ADEQ).

Ms. Bauer stated that ADEQ submitted the first batch of documentation for July 2 to July 8, to the Environmental Protection Agency (EPA) for comment. She noted that on November 22, EPA sent back a number of positive comments and suggestions that will be incorporated. Ms. Bauer stated that the plan is to officially submit the first batch by the end of December. Ms. Bauer noted that final guidance on exceptional events from the EPA is anticipated in early 2012.

Ms. Bauer stated that due to the extensive workload for documenting exceptional events, MAG has been working with its Washington, D. C., legal counsel regarding potential legislative remedies for exceptional events. Ms. Bauer stated that they drafted legislation that was provided to the Regional Council. She stated that the draft legislation, a section by section summary, and talking points were discussed at the November 14 Executive Committee. Ms. Bauer said that after the meeting, these materials were provided to the EPA in the hope that the materials could be of some help to EPA, but a response has not been received.

Ms. Bauer stated that Chair Hallman has been working with Senator John McCain's office on draft legislation. She said that the intent of the legislation is to come up with a reasonable approach that is acceptable and helpful to everyone and is based on the concept that states would make the determination on exceptional events after consultation with EPA.

Ms. Bauer stated that in addition to assistance by Senator McCain's office, Representative Jeff Flake's office contacted MAG and expressed an interest in helping. She said that Representative Flake now has

an amendment that would go on the farm dust regulation bill. Ms. Bauer stated that the amendment was authorized to be presented on the floor of the House today. She said that the idea behind the amendment is to make a statement, called a sense of Congress. Ms. Bauer stated that the amendment urges EPA to maximize transparency and predictability and minimize cost and burden to states, Indian communities, and local governments in documenting exceptional events. She reported that Representative Flake will propose the amendment on the House floor tomorrow. Ms. Bauer stated that just before the Regional Council meeting began, staff heard from the Washington legal counsel that the President may veto the farm bill. She expressed appreciation to Chair Hallman, Senator McCain, and Representative Flake.

Ms. Bauer then provided an update on the PM-10 Plan by saying that MAG has completed all but one of the chapters in the plan. She noted that information is still forthcoming from ADEQ on the general permits, agriculture rules, a committal SIP and a commitment to serve as a backstop for the dust action general permit in case benefits are not yielded as expected. Ms. Bauer stated that MAG can demonstrate attainment with the local measures being implemented and with the new dust action general permit measure. She added that Maricopa County adopted a resolution in November to track the effectiveness of their rules.

Ms. Bauer stated that she reported earlier on the request of Arizona State Legislator, Representative Reeve, for information from MAG on how cities and towns are enforcing their dust ordinances because she had heard from the private sector that the cities and towns had gotten off easy in enforcing the ordinances. She expressed her appreciation to the 23 cities and towns in the nonattainment area for submitting their forms back to MAG. Ms. Bauer stated that the City of Scottsdale met with Representative Reeve, and she indicated the meeting helped clear up some misconceptions. Ms. Bauer stated that Representative Reeve indicated that she may have a bill next session that all agencies would report on their enforcement efforts to ADEQ.

Chair Hallman thanked Ms. Bauer for her report and asked members if they had questions.

Mayor Lewis asked if there was anything Regional Council members should be doing to show support for Representative Flake in his efforts on the amendment. Ms. Bauer replied that she thought there might be a better feel after the amendment is presented on the floor, and perhaps ultimately, the Regional Council might want to take a position.

Mayor Smith stated that everyone supports transparency and minimizing cost burdens. He asked what changes EPA is expected to make regarding exceptional events. Ms. Bauer replied that they have heard that EPA intends to abandon the 25 mph speed for high winds and allow localities to determine their own wind speeds. She added that staff has not seen this in the final guidance yet. Ms. Bauer stated that the Representative Flake amendment does not fully address MAG's concerns, but the intent is to send a message to EPA that it needs to work toward that end.

Mayor Smith remarked that EPA has said this before. He said that it sounds like EPA has not provided any formal reply to the draft legislation. Ms. Bauer replied that was correct.

Mr. Smith stated that late that afternoon staff heard that those representing Imperial County, California, might have an amendment that a plan could not be disapproved if annual rainfall totaled 10 inches or less.

Chair Hallman stated that Senator McCain's staff is going back to research legislation to potentially attach the MAG bill.

Chair Hallman asked how many events were included in the first batch sent to EPA. Ms. Bauer replied that the first batch of documentation was for July 2 to July 6, so the number of events would be six. Chair Hallman asked if all events that happened on one day is a single event. Ms. Bauer replied yes, and she added that the first package was related to a particular series of events, but each day had to be addressed separately.

Mayor Scruggs asked for confirmation that the number of exceptional events for July 2 to July 8 was six. Ms. Bauer replied that was correct.

8. MAG Support for Electronic Technology to Reduce Copying and Mailing Cost

Audrey Skidmore, MAG Information Technology Manager, provided a report on the enhancements being made to the agenda process to better accommodate the use of electronic hand-held devices to access meeting materials. She said that after consultations with member agency staff and the MAG Technology Advisory Group to make accessing materials more user-friendly, the agenda packets will be posted on the MAG website and FTP site as a single, bookmarked document. Ms. Skidmore added that any changes to the original material will be posted as separate documents so as not to lose any annotations that a user has made. She noted that this process will apply to all MAG committees. Ms. Skidmore stated that they continue to make changes as suggestions to improve this process are received.

Chair Hallman thanked Ms. Skidmore for her report. He noted that some of the Regional Council members were using electronic devices at the table, and he said that these efforts could lead to a reduction in the amount of paper used.

9. Update on the MAG Economic Development Committee

Denise McClafferty, MAG Management Analyst, began the update on recent activities of the MAG Economic Development Committee (EDC). She said that the December 6, 2011, EDC meeting focused on innovation, and included a discussion on the Thunderbird Consulting Programs and an update on the Metropolitan Business Planning Initiative. The discussion on innovation included representatives from SkySong, Sandia Research Corporation, AZ TechCelerator (the Surprise Incubator) and INNOVATIONS Technology Incubator in Chandler. Ms. McClafferty stated that the speakers noted the importance of developing an environment and infrastructure that encourages and supports innovation as a means of promoting economic growth. They also discussed how innovation is linked to economic development and how it can help improve the region's economy.

Ms. McClafferty stated that staff has been working with the City of Nogales, the Arizona Mexico Commission, the Central Arizona Association of Governments and the Pima Association of Governments to coordinate a trip to the Nogales Ports of Entry on December 12, 2011. She indicated that there has been considerable interest from MAG, PAG, CAAG, ADOT and a few staff members from the Arizona Congressional Delegation, and so far, 51 people have registered to attend.

Ms. McClafferty stated that staff is also working with the Arizona Mexico Commission to coordinate a trip to San Luis on December 20, 2011, with MAG elected officials and the Mayors of San Luis, Yuma and Somerton to discuss issues involved in Punta Colonet, such as the Presidential Permitting process and rail crossings.

Ms. McClafferty stated that work continues with the Arizona Commerce Authority, ADOT, and the Arizona Aerospace and Defense Commission on a supply chain study for Arizona.

Ms. McClafferty stated that staff also continues to work with the Canada Arizona Business Council on a “meet and greet” event with Canadian businesses and elected officials in February 2012. She said that MAG staff attended the Canada Arizona Business Council Board meeting on December 2, 2011, at the Scottsdale Airport in the AirSprint hangar. Ms. McClafferty noted that Mayor Lane, Secretary of State Ken Bennett, Jerry Colangelo, representatives from the Arizona Commerce Authority, and several Canadian companies such as Capital Power, DIRTT, Stantec and Walton International, were in attendance.

Ms. McClafferty reported that staff continues to work with the Thunderbird School of Global Management to develop a scope of work for a Supply Chain Landscape Analysis including Arizona-Mexico nearshoring. She said that after meeting with the new Canadian Consulate for Arizona, Brad Niblock, he and his staff expressed interest in a Supply Chain Landscape Analysis for Arizona and Canada with a focus on better understanding trade and the movement of products or services.

Chair Hallman thanked Ms. McClafferty for her report. No questions from the Council were noted.

Amy St. Peter, MAG Human Services and Special Projects Manager, continued the presentation with an update on the Metropolitan Business Planning Initiative. She said that staff has been refining the analysis of the regional economy and the highlights were presented to the EDC for feedback. Ms. St. Peter stated that the highlights of the analysis will be presented to colleagues in Washington, D. C., this week. She noted that all of the teams from the first and second rounds of the Brookings Initiative program will be in attendance, and MAG was asked to be the first presentation because it is considered the best team.

Ms. St. Peter stated that Kathleen Lee from the Greater Phoenix Economic Council and part of the MAG team, will lead the discussion on the cluster analysis. She expressed that she felt the MAG team’s work was cutting edge, and this would be showcased in the presentations.

Ms. St. Peter stated that next steps include vetting the strategies. She said that some themes have begun to emerge from the data analysis and this will lead to identification of the lead initiative and the business plan and prospectus will be based on that.

Chair Hallman thanked Ms. St. Peter for her presentation. No comments from the Council were noted.

Chair Hallman recognized public comment from Ms. Barker, who stated that Brazil is making strides with its economy. She remarked that it has a good president. Ms. Barker stated that she has been reading about Brazil's bus and rail systems. She noted that the rail company, through the company Caterpillar, has been developing a tier four, EPA-approved electric diesel locomotive due out in 2014. She added that the company has facilities in San Luis and La Grange, IL. Ms. Barker stated that their competition, GE Transportation, also is involved with locomotives and has added a lot of jobs in Erie. She stated that MAG has commuter rail and high speed rail corridor studies and she hoped MAG would look into these companies. Ms. Barker expressed her wish that this region would have a multimodal transportation system that hopefully includes high speed rail and more fuel efficiency. Ms. Barker added that she thought Caterpillar bought its interest from Berkshire. Chair Hallman thanked Ms. Barker for her comments.

10. Legislative Update

No report.

11. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting were requested. No requests for future agenda items were noted.

12. Comments from the Council

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

Mayor Lewis noted that the announcement had recently been made that Spirit Airlines will now be flying in and out of Phoenix-Mesa Gateway Airport.

Mayor Smith stated that a second commercial airline at Phoenix-Mesa Airport is an important milestone. He said that this opens up another section of the country that can be accessed from this region and takes the facility one step closer to becoming a reliever airport. Mayor Smith stated that their goal is to expand the air market and economic opportunities, and he added that they are working on a third airline for the airport. Mayor Smith stated that Sky Harbor is a great economic driver and they want to build upon that. He said that Phoenix-Mesa Gateway Airport is a big step in economic development activities in the entire Valley. Mayor Smith remarked that Phoenix-Mesa Gateway Airport is not an airport for East Valley residents only, and people would be surprised how many West Valley residents use it.

Chair Hallman expressed his delight that a second airline would now be flying out of Phoenix-Mesa Gateway Airport. He related his positive experience when a relative recently flew out of the airport. He said that even though he lives six and one-half minutes from Sky Harbor Airport and even allowing for travel time, it was a faster process at Phoenix-Gateway. Chair Hallman expressed his gratitude for the efforts of leaders, past and present, to improve that asset. He said that this region has an opportunity to create a total transit network as did Utah, and the Phoenix-Mesa Gateway Airport is a part of that.

Adjournment

There being no further business, Mayor Truitt moved, and Councilmember Esser seconded the motion to adjourn the meeting at 6:00 p.m.

Secretary

Chair

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 17, 2012

SUBJECT:

ADOT Red Letter Process

SUMMARY:

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

Notifications:

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

Advance acquisitions:

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

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

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

ADOT has forwarded a list of notifications from January 1, 2011, to June 30, 2011. Of the 84 notices received, none had an impact to the State Highway System.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Notification can lead to action to forestall development activity in freeway corridors and help minimize costs as well as ensure eventual completion of the facility.

CONS: By utilizing funds for advance purchase of right-of-way, these funds are not available for other uses such as design and construction.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Unless precluded early in the process, development within freeway alignments will result in increased right-of-way costs in the future.

POLICY: With the passage of Proposition 400 on November 2, 2004, the RTP includes funding for right-of-way acquisition as part of the funding for individual highway projects. This funding is spread over the four phases of the Plan. Funding for advance acquisitions may be made available on a case-by-case basis.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the January 11, 2012, agenda for information and discussion.

MEMBERS ATTENDING

- Chad Heinrich for Charlie Meyer, Tempe
- David Cavazos, Phoenix, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- * Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Spencer Isom, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghatti, Fountain Hills
- * Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Leah Hubbard for Patrick Banger, Gilbert
- Horatio Skeete for Ed Beasley, Glendale
- Paul Luizzi for John Fischbach, Goodyear
- * Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Kari Kent for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # Patrick Flynn for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- David Richert, Scottsdale
- Chris Hillman, Surprise
- Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- * Lloyce Robinson, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for David Smith, Maricopa Co.
- Bryan Jungwirth for Valley Metro/RPTA

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

Transportation Review Committee: This item was on the December 8, 2011, agenda for information and discussion.

MEMBERS ATTENDING

- Peoria: David Moody, Chair
- Scottsdale: David Meinhart, Vice-Chair
- ADOT: Robert Samour for Floyd Roehrich
- Avondale: Kristen Sexton for David Fitzhugh
- * Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- # El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel

Litchfield Park: Paul Ward for Woody
Scoutten
Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Bill Mead
Phoenix: Rick Naimark
Queen Creek: Tom Condit

RPTA: Bob Antilla for Bryan Jungwirth
Surprise: Bob Beckley
Tempe: Chad Heinrich
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee:
ITS Committee: Debbie Albert, City of
Glendale

* Bicycle/Pedestrian Committee: Katherine
Coles, City of Phoenix
* Transportation Safety Committee: Julian
Dresang, City of Tempe

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

CONTACT PERSON:

Eric Anderson, MAG, (602) 254-6300, or John Eckhardt III, ADOT, (602) 712-7900.



ADOT
 Janice K. Brewer
Governor
 John S. Halikowski
Director

**Arizona Department of Transportation
 Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Floyd Roehrich Jr.
State Engineer

August 5, 2011

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

Re: Red Letter Report - Notices from January 1, 2011 to June 30, 2011

Dear Mr. Smith:

The Red Letter process is notification by local Public Agencies to ADOT of potential development plans within a quarter mile of established or proposed project corridors. Receipt of early notification in the planning and design process helps to reduce costs, saving money for both ADOT and tax payers. This update is provided for information on the number of notices received within the stated period of time.

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of January 1, 2011 to June 30, 2011. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	14	00
City of Avondale	04	00
Town of Buckeye	01	00
City of Chandler	03	00
Town of Gilbert	05	00
City of Glendale	02	00
City of Goodyear	15	00
Maricopa County	10	00
City of Mesa	01	00
City of Peoria	03	00
City of Phoenix	09	00
City of Surprise	10	00
City of Tempe	01	00
Other	<u>06</u>	<u>00</u>
Total Received	84	00

MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

ARIZONA STATE LAND DEPARTMENT: No impact responses sent.

CITY OF AVONDALE: No impact responses sent.

TOWN OF BUCKEYE: No impact responses sent.

CITY OF CHANDLER: No impact responses sent.

TOWN OF GILBERT: No impact responses sent.

CITY OF GLENDALE: No impact responses sent.

CITY OF GOODYEAR: No impact responses sent.

MARICOPA COUNTY: No impact responses sent.

CITY OF MESA: No impact responses sent.

CITY OF PEORIA: No impact responses sent.

CITY OF PHOENIX: No impact responses sent.

CITY OF SURPRISE: No impact responses sent.

CITY OF TEMPE: No impact responses sent.

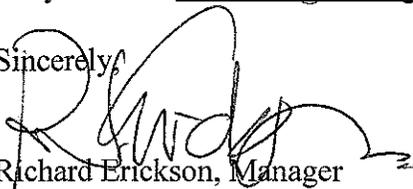
OTHER: No impact responses sent.

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 adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7085, or by email at rerickson@azdot.gov.

Sincerely,


Richard Erickson, Manager
Right of Way Project Management

cc: John S. Halikowski, Director, ADOT
Paula Gibson, Chief Right of Way Agent

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 17, 2012

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

SUMMARY:

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified nine times with the last modification approved by Regional Council on October 26, 2011.

Since then, there is a need to modify projects in the programs. The projects listed in Table A are the technical modifications related to the Arterial Life Cycle Program that was approved by the MAG Regional Council on September 21, 2011. The additional project change requests are modifications to project costs and new projects related to newly awarded federal funds for both safety and transit projects. On December 8, 2011, the Transportation Review Committee (TRC) recommended approval of the project changes.

The attached table lists all project changes, and highlights modifications made to the project change requests since TRC met. These modifications are mainly clerical and minor adjustments to financial information.

The projects in Table A are dependent on a new finding of conformity, which will be heard through the MAG Committee process as a separate agenda item beginning at MAG Management Committee.

The projects in Table B may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

POLICY: This amendment and administrative modification request is in accord with MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

This item is on the January 18, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the committee.

MAG Management Committee: On January 11, 2012, the MAG Management Committee recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

MEMBERS ATTENDING

- Chad Heinrich for Charlie Meyer, Tempe
- David Cavazos, Phoenix, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- * Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Spencer Isom, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghetti, Fountain Hills
- * Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Leah Hubbard for Patrick Banger, Gilbert
- Horatio Skeete for Ed Beasley, Glendale
- Paul Luizzi for John Fischbach, Goodyear
- * Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Kari Kent for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # Patrick Flynn for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- David Richert, Scottsdale
- Chris Hillman, Surprise
- Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- * Lloyce Robinson, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for David Smith, Maricopa Co.
- Bryan Jungwirth for Valley Metro/RPTA

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

Transportation Review Committee: On December 8, 2011, the Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG TIP, and as appropriate, to the RTP 2010 Update.

MEMBERS ATTENDING

- Peoria: David Moody, Chair
- Scottsdale: David Meinhart, Vice-Chair
- ADOT: Robert Samour for Floyd Roehrich
- Avondale: Kristen Sexton for David Fitzhugh
- * Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- # El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
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Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Bill Mead
Phoenix: Rick Naimark

Queen Creek: Tom Condit
RPTA: Bob Antilla for Bryan Jungwirth
Surprise: Bob Beckley
Tempe: Chad Heinrich
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce
Robinson

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* Street Committee:
ITS Committee: Debbie Albert, Glendale
* Bicycle/Pedestrian Committee: Katherine
Coles, City of Phoenix

* Transportation Safety Committee: Julian
Dresang, City of Tempe

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

CONTACT PERSON:

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TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Chandler	2011	2011	CHN110-07DZ4	Chandler Blvd at Alma School Rd	Design intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 126,516	\$ 126,516	RARF	\$ 88,561	No	Amend. Deferred from 2010 to 2011. Cost increased and split between 2011 and 2012.
Chandler	2012	TBD	CHN12-109CZ	Chandler Blvd at Alma School Rd	Construct intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 1,345,061	\$ 1,345,061	RARF	\$ 941,543	No	Amend. Add new line item to the TIP.
Chandler	2011	2017	CHN11-104RWZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Acquire right-of-way for roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item
Chandler	2013	2018	CHN14-104CZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 8,800,000	\$ 8,800,000	RARF	\$ 6,160,000	No	Amend. Advanced from 2014 to 2013. Increased project cost.
Chandler	2014	2021	CHN14-104CZ2	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item
Chandler	2014	2026	CHN14-104CZ3	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item
Chandler	2011	2017	CHN11-103RWZ	Gilbert Rd: Queen Creek to Ocotillo	Acquire right-of-way for roadway widening	1.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from the TIP.
Chandler	2012	2021	CHN12-103CZ3	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from the TIP.
Chandler	2012	2026	CHN430-10ARW	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from the TIP.
Chandler	2013	2026	CHN430-11AC	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from the TIP. Project segmented and deferred from 2013 to 2017 and 2019, respectively.
Chandler	2013	---	CHN430-11ACZ2	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	---	\$ -	Yes	Amend. Delete line item from the TIP. Project segmented and deferred from 2013 to 2017 and 2019, respectively.
Chandler	2011	2012	CHN11-110RWZ	Gilbert Rd: Queen Creek to Hunt Hwy	Acquire right-of-way for roadway widening	4.0	2	6	RARF	\$ -	\$ -	\$ 73,837	\$ 73,837	RARF	\$ 51,686	No	Amend. Add new line item.
Chandler	2014	2016	CHN10-101DZ	McQueen Road: Ocotillo Road to Riggs Road	Design roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ 1,158,148	\$ 1,158,148	RARF	\$ 136,736	No	Admin. Adj. Cost increase for inflation.
Chandler	2015	2016	CHN10-101RWZ	McQueen Road: Ocotillo Road to Riggs Road	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ 2,665,692	\$ 2,665,692	RARF	\$ 1,859,949	No	Admin. Adj. Cost increase for inflation.
Chandler	2011	2016	CHN14-102RWZ	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 969,996	\$ 969,996	RARF	\$ 678,997	No	Amend. Project advanced from 2014 to 2011.
Chandler	2011	2016	CHN14-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 370,754	\$ 370,754	RARF	\$ 259,528	No	Amend. Advanced from 2014 to 2011. Decreased project costs.
Chandler	2011	TBD	CHN11-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 370,754	\$ 370,754	RARF	\$ 259,528	No	Amend. Decreased project costs.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Chandler	2014	2021	CHN14-105DZ	Ray Rd at Dobson Rd	Design intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 1,408,290	\$ 1,408,290	RARF	\$ 958,643	No	Admin Mod. Increased project costs.
Chandler	2015	2021	CHN15-105RWZ	Ray Rd at Dobson Rd	Acquire right-of-way for intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 1,800,600	\$ 1,800,600	RARF	\$ 1,031,070	No	Admin Mod. Decreased project cost.
Chandler	2015	2021	CHN15-105CZ	Ray Rd at Dobson Rd	Construct intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 7,978,970	\$ 7,978,970	RARF	\$ 4,727,831	No	Admin Mod. Decreased project cost.
Chandler	2014	2021	CHN141-06DZ	Ray Rd at McClintock Dr	Design intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 443,249	\$ 443,249	RARF	\$ 308,818	No	Admin Mod. Decreased costs.
Chandler	2015	2021	CHN15-106RWZ	Ray Rd at McClintock Dr	Acquire right-of-way for intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 1,672,445	\$ 1,672,445	RARF	\$ 908,347	No	Admin Mod. Increased costs.
Chandler	2015	2021	CHN15-106CZ	Ray Rd at McClintock Dr	Construct intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 6,722,614	\$ 6,722,614	RARF	\$ 4,120,255	No	Admin Mod. Increased costs.
El Mirage	2013	2016	MMA13-103RWZ	El Mirage Rd: Peoria Avenue to Cactus Road	Acquire right-of-way for roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,108,718	\$ 3,108,718	RARF	\$ 2,176,103	No	Amend. New project.
El Mirage	2014	2016	MMA14-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,882,930	\$ 3,882,930	RARF	\$ 2,718,051	Yes	Amend. New project.
El Mirage	2015	2016	MMA15-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,882,930	\$ 3,882,930	RARF	\$ 2,718,051	Yes	Amend. New project.
El Mirage	2013	2015	MMA13-102RWZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Design roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 502,961	\$ 502,961	RARF	\$ 352,073	No	Amend. New project.
El Mirage	2014	2015	MMA14-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 51,454	\$ 51,454	RARF	\$ 36,018	Yes	Amend. New project.
El Mirage	2015	2015	MMA15-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 3,469,271	\$ 3,469,271	RARF	\$ 2,428,490	Yes	Amend. New project.
Fountain Hills	2011	2011	FTH11-002DZ	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	0.8	5	6	General Fund	\$ -	\$ 33,043	\$ 14,161	\$ 47,204	RARF	\$ 33,043	No	Admin Mod. Decreased project costs. A portion of the regional funds were allocated to FTH12-002DZ.
Gilbert	2015	2022	GLB400-11AD	Elliot Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 359,870	\$ 359,870	RARF	\$ 251,480	No	Admin Adj. Cost change for inflation.
Gilbert	2015	2021	GLB15-101DZ	Elliot Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 654,560	\$ 654,560	RARF	\$ 217,279	No	Admin Adj. Cost change for inflation.
Gilbert	2014	2016	GLB09-727	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,139,148	\$ 1,139,148	RARF	\$ 673,444	No	Amend. Deferred from 2013 to 2014. Cost change for inflation.
Gilbert	2015	2016	GLB14-102RWZ	Germann Rd: Gilbert Rd to Val Vista Rd	Acquire right-of-way for roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,744,025	\$ 1,744,025	RARF	\$ 1,031,545	No	Amend. Deferred from 2014 to 2015. Cost change for inflation.
Gilbert	2015	2025	GLB15-102CZ	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2025	GLB15-102CZ2	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2014	2015	GLB09-728	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,634,376	\$ 1,634,376	RARF	\$ 1,143,733	No	Amend. Deferred from 2013 to 2014. Cost change for inflation.

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Gilbert	2015	2015	GLB14-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquire right-of-way for roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 3,542,244	\$ 3,542,244	RARF	\$ 2,479,571	No	Amend. Deferred from 2014 to 2015. Increased project costs.
Gilbert	2015	2019	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2026	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2015	GLB13-002CZ	Greenfield Rd: Elliot Rd to Ray Rd	Construct roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2014	2015	GLB11-810D	Greenfield Rd: Elliot Rd to Ray Rd	Design roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ 599,607	\$ 599,607	RARF	\$ 419,469	No	Admin Mod. Deferred from 2013 to 2014. Cost increase for inflation.
Gilbert	2015	2015	GLB12-815RW	Greenfield Rd: Elliot Rd to Ray Rd	Acquire right-of-way for roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ 2,452,666	\$ 2,452,666	RARF	\$ 1,602,433	No	Admin Mod. Deferred from 2014 to 2015. Cost increase for inflation.
Gilbert	2011	2011	GLB11-003CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP. Project delayed from 2011 to 2012. Work for 2012 is currently programmed in the TIP.
Gilbert	2011	2011	GLB120-08RW	Guadalupe Rd at Cooper Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ 1,592,000	\$ 696,232	\$ 2,288,232	RARF	\$ 1,592,000	No	Amend. Add new line item to the TIP. Work deferred from 2010 to 2011.
Gilbert	2013	2015	GLB13-004CZ	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item. Deferred past 2015.
Gilbert	2014	2023	GLB130-07D	Guadalupe Rd at Gilbert Rd	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 380,871	\$ 380,871	RARF	\$ 266,569	No	Admin Mod. Deferred from 2011 to 2014. Cost increased for inflation.
Gilbert	2015	2023	GLB130-08RW	Guadalupe Rd at Gilbert Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 1,858,415	\$ 1,858,415	RARF	\$ 1,300,657	No	Admin Mod. Deferred from 2012 to 2015. Cost increased for inflation.
Gilbert	2011	2012	GLB11-108DZ	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	RARF	\$ -	\$ -	\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	No	Admin Mod. Deferred from 2010 to 2011. Cost increased from inflation.
Gilbert	2011	2013	GLB10-005RWZ	Power Rd: Santan Fwy to Pecos Rd	Acquire right-of-way for roadway widening	1.5	4	6	RARF	\$ -	\$ 2,453,329	\$ 2,327,961	\$ 4,781,290	RARF	\$ 2,453,329	No	Amend. Add line item to the TIP. Work was deferred from 2010 to 2011.
Gilbert	2011	2012	GLB11-812D	Queen Creek Rd: Greenfield to Higley	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2012	2013	GLB12-817AW	Queen Creek Rd: Greenfield to Higley	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2012	2014	GLB12-817AWZ 2	Queen Creek Rd: Greenfield to Higley	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2013	2014	GLB11-804	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2013	2015	GLB11-804CZ2	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.

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Gilbert	2013	2013	GLB11-011DZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Design roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2014	2014	GLB12-011RWZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Acquire right-of-way for roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2015	2015	GLB13-011CZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP.
Gilbert	2010	2012	GLB12-107ADZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Design roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2012	2.0	2	4	Bonds	\$ -	\$ -	\$ 924,442	\$ 924,442	RARF	\$ 647,109	No	Amend. Add new line item. Work conducted in 2010/2011.
Gilbert	2011	2012	GLB12-107ADZ2	Queen Creek Rd: Val Vista Dr to Higley Rd	Design roadway widening	2.0	2	4	Bonds	\$ -	\$ -	\$ 924,442	\$ 924,442	RARF	\$ 647,109	No	Amend. Add new line item. Work conducted in 2010/2011.
Gilbert	2011	2014	GLB14-107ACZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ 7,823,044	\$ 7,823,044	RARF	\$ 5,476,131	No	Amend. Add new project to the TIP.
Gilbert	2011	2013	GLB13-107ARWZ2	Queen Creek Rd: Val Vista Dr to Higley Rd	Acquire right-of-way for roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2013	2.0	2	4	Bonds	\$ -	\$ -	\$ 769,530	\$ 769,530	RARF	\$ 538,671	No	Amend. Add new line item. Work conducted in 2011.
Gilbert	2011	2013	GLB13-107ARWZ2	Queen Creek Rd: Val Vista Dr to Higley Rd	Acquire right-of-way for roadway widening	2.0	2	4	Bonds	\$ -	\$ -	\$ 769,530	\$ 769,530	RARF	\$ 538,671	No	Amend. Add new line item. Work conducted in 2011.
Gilbert	2012	2015	GLB12-107CZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ 7,823,044	\$ 7,823,044	RARF	\$ 5,476,131	No	Amend. Add new line item.
Gilbert	2015	2022	GLB15-105DZ	Ray Rd: Higley to Recker	Design roadway widening	1.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2015	2023	GLB15-106DZ	Ray Rd: Recker to Power	Design roadway widening	1.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2015	2023	GLB15-104DZ	Ray Rd: Val Vista to Higley	Design roadway widening	2.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2010	2014	GLB10-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2014	4.0	4	6	Local	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	No	Amend. Add new line item to the TIP. Project consolidated and advanced.
Gilbert	2010	2015	GLB10-109RWZ	Ray Rd: Val Vista to Power	Acquire right-of-way for roadway widening	4.0	4	6	Local	\$ -	\$ -	\$ 3,770,050	\$ 3,770,050	RARF	\$ 2,639,035	No	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2011	2016	GLB11-109CZ	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 5,011,648	\$ 5,011,648	RARF	\$ 3,508,153	Yes	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2011	2017	GLB11-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 5,051,119	\$ 5,051,119	RARF	\$ 3,535,783	Yes	Amend. Add new line item. Project consolidated and advanced.

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Gilbert	2011	2015	GLB11-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening	4.0	4	6	Local	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	No	Amend. Add new line item to the TIP. Project consolidated and advanced.
Gilbert	2011	2016	GLB11-109RWZ	Ray Rd: Val Vista to Power	Acquire right-of-way for roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 1,441,619	\$ 1,441,619	RARF	\$ 1,009,133	No	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2012	2023	GLB12-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 2,895,195	\$ 2,895,195	RARF	\$ 2,026,636	Yes	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2014	2021	GLB12-818D	Warner Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 476,444	\$ 476,444	RARF	\$ 333,510	No	Admin Mod. Deferred from 2013 to 2014. Decreased project costs.
Gilbert	2015	2021	GLB13-008RWZ	Warner Rd at Greenfield Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,464,770	\$ 1,464,770	RARF	\$ 1,025,034	No	Admin Mod. Deferred from 2014 to 2015. Increased project costs.
Gilbert	2015	2021	GLB14-008CZ	Warner Rd at Greenfield Rd	Construct intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Maricopa County	2013	2013	MMA09-815	Dobson Road Bridge over the Salt River	Design roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 1,346,640	\$ 1,346,640	RARF	\$ -	No	Admin Adj. Decreased project cost.
Maricopa County	2014	2015	MMA14-101RWZ	Dobson Road Bridge over the Salt River	Advance acquisition of right of way for roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 10,981,004	\$ 10,981,004	STP-MAG	\$ 7,686,703	No	Admin Mod. Increased project costs.
Maricopa County	2014	2016	MMA14-101RWZ 2	Dobson Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 7,219,472	\$ 7,219,472	STP-MAG	\$ 5,053,294	No	Admin Mod. Decreased project cost.
Maricopa County	2015	2017	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 23,989,773	\$ 23,989,773	STP-MAG	\$ 5,892,406	No	Admin Mod. Cost increased for inflation.
Maricopa County	2015		MMA14-101RWZ (Reimbursement)	Dobson Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -			No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2011	2015	MMA11-116DZ	El Mirage Rd: Bell Road to Picerne Drive	Design roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ -	No	Amend. New project.
Maricopa County	2011	2015	MMA11-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	No	Amend. New project.
Maricopa County	2012	2015	MMA12-116DZ	El Mirage Rd: Bell Road to Picerne Drive	Design roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ -	No	Amend. New project.
Maricopa County	2012	2015	MMA12-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	No	Amend. New project.
Maricopa County	2013	2015	MMA13-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	No	Amend. New project.
Maricopa County	2013	2015	MMA13-116CZ	El Mirage Rd: Bell Road to Picerne Drive	Advance construction of roadway widening	0.5	4	10	Local	\$ -	\$ -	\$ 1,634,623	\$ 1,634,623	RARF	\$ -	Yes	Amend. New project.

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Maricopa County	2014	2015	MMA14-116CZ	El Mirage Rd: Bell Road to Picerne Drive	Advance construction of roadway widening	0.5	4	10	Local	\$ -	\$ -	\$ 1,634,623	\$ 1,634,623	RARF	\$ -	Yes	Amend. New project.
Maricopa County	2013	2014	MMA13-114RWZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Acquire right-of-way for roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 2,953,350	\$ 2,953,350	RARF	\$ 2,067,345	No	Amend. New project.
Maricopa County	2014	2015	MMA14-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 5,563,413	\$ 5,563,413	RARF	\$ 3,894,389	Yes	Amend. New project.
Maricopa County	2015	2016	MMA15-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 5,563,413	\$ 5,563,413	RARF	\$ 3,894,389	Yes	Amend. New project.
Maricopa County	2011	2011	MMA10-616	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2012	2012	MMA12-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2012	2013	MMA13-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2013	2013	MMA12-102RWZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right-of-way for roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2014	2014	MMA11-822	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right-of-way for roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Maricopa County	2015	2015	MMA15-102CZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Construct roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP.
Maricopa County	2011	2013	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	Local	\$ -	\$ -	\$ 2,390,278	\$ 2,390,278	STP-MAG	\$ 1,673,195	No	Amend. Decreased project costs.
Maricopa County	2011	2014	MMA11-103RWZ	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	Local	\$ -	\$ -	\$ 3,083,773	\$ 3,083,773	STP-MAG	\$ 2,057,110	No	Admin Mod. Cost increase from inflation.
Maricopa County	2013	---	MMA11-103DZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103RWZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103DZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103RWZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2015	2015	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.6	4	6	STP-MAG	\$ 10,274,443	\$ -	\$ 23,487,927	\$ 33,762,369	STP-MAG	\$ 10,274,443	No	Amend. Cost increase from inflation.

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Maricopa County	2014	2016	MMA13-105DZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ 751,353	\$ 751,353	STP-MAG	\$ 525,947	No	Amend. Deferred from 2013 to 2014. Cost increase for inflation.
Maricopa County	2014	---	MMA13-105DZ (Reimbursement)	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete item from TIP. Duplicate entry.
Maricopa County	2014	2016	MMA14-105RWZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquire right-of-way for roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ 1,143,116	\$ 1,143,116	STP-MAG	\$ 800,181	No	Admin Mod. Decreased project costs.
Maricopa County	2015	---	MMA14-105RWZ (Reimbursement)	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquire right-of-way for roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2015	2016	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ 14,920,627	\$ 14,920,627	STP-MAG	\$ 7,289,914	No	Admin. Adj. Cost increase for inflation.
Maricopa County	2015	2016	MMA15-105RZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP. Deferred to 2017.
Maricopa County	2015	2017	MMA15-105RZ2	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP. Deferred to 2026.
Maricopa County	2015	2018	MMA15-105RZ3	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP.
Maricopa County	2015	2015	MMA15-104RWZ	McKellips Road Bridge over the Salt River	Acquire right-of-way for roadway widening	0.8	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Deleted project from TIP. Deferred from 2015 to 2027.
Maricopa County	2012	2016	MMA14-111DZ	Northern Parkway: Agua Fria Bridge	Advance design roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ 614,143	\$ 614,143	STP-MAG	\$ 429,900	No	Admin Mod. Increased project cost.
Maricopa County	2015	2017	MMA15-111CZ	Northern Parkway: Agua Fria Bridge	Advance Construct roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ 7,676,790	\$ 7,676,790	STP-MAG	\$ 5,373,753	No	Admin Mod. Increased project cost.
Maricopa County	2012	2016	MMA11-922	Northern Parkway: Dysart to 111th	Advance Acquisition of right-of-way for roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 1,832,627	\$ 1,832,627	STP-MAG	\$ 1,282,839	No	Admin Mod. Increased project costs.
Maricopa County	2012	2016	MMA11-923	Northern Parkway: Dysart to 111th	Advance design roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 1,210,223	\$ 1,210,223	STP-MAG	\$ 847,156	No	Admin Mod. Increase project cost.
Maricopa County	2013	2016	MMA13-102	Northern Parkway: Dysart to 111th	Advance Acquisition of right-of-way for roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 5,497,880	\$ 5,497,880	STP-MAG	\$ 3,848,516	No	Admin Mod. Increased project costs.
Maricopa County	2013	2016	MMA14-113CX	Northern Parkway: Dysart to 111th	Advance Construct roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 7,563,897	\$ 7,563,897	STP-MAG	\$ 5,294,728	No	Admin Mod. Advanced from 2014 to 2013. Increased project cost.
Maricopa County	2014	2017	MMA15-113CX	Northern Parkway: Dysart to 111th	Advance Construct roadway widening - repayment of STP-MAG in 2017	2.5	2	4	Local	\$ -	\$ -	\$ 7,563,897	\$ 7,563,897	STP-MAG	\$ 5,294,728	No	Admin Mod. Decreased project cost.

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Maricopa County	2012	2016	MMA14-110DZ	Northern Parkway: Litchfield Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 1,172,064	\$ 1,172,064	STP-MAG	\$ 820,445	No	Admin Mod. Increased project costs.
Maricopa County	2014	2017	MMA14-104	Northern Parkway: Litchfield Overpass	Advance construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 5,270,631	\$ 5,270,631	STP-MAG	\$ 3,689,442	No	Admin Mod. Increased project costs.
Maricopa County	2015	2017	MMA15-110CZ	Northern Parkway: Litchfield Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 5,270,631	\$ 5,270,631	STP-MAG	\$ 3,689,442	No	Admin Mod. Decreased project cost.
Maricopa County	2014	2016	MMA14-106	Northern Parkway: Northern Avenue at L101	Advance Acquisition of right of way for roadway widening - repayment of STP-MAG in 2016	0.5	4	6	Local	\$ -	\$ -	\$ 3,342,440	\$ 3,342,440	STP-MAG	\$ 2,339,708	No	Admin Mod. Decreased project cost.
Maricopa County	2014	2016	MMA14-112DZ	Northern Parkway: Northern Avenue at L101	Advance Design intersection improvement - repayment of STP-MAG in 2016	0.5	4	6	HURF	\$ -	\$ -	\$ 572,371	\$ 572,371	STP-MAG	\$ 400,660	No	Admin Mod. Increased project costs.
Maricopa County	2015	2016	MMA15-112CZ2	Northern Parkway: Northern Avenue at L101	Advance Construct intersection improvement - repayment of STP-MAG in 2016	0.5	4	6	HURF	\$ -	\$ -	\$ 5,005,891	\$ 5,005,891	STP-MAG	\$ 3,504,124	No	Amend. Add new line item to the TIP.
Maricopa County	2015	2017	MMA15-112CZ	Northern Parkway: Northern Avenue at L101	Advance Construct intersection improvement - repayment of STP-MAG in 2017	0.5	4	6	HURF	\$ -	\$ -	\$ 2,148,749	\$ 2,148,749	STP-MAG	\$ 1,504,124	No	Admin Mod. Decreased project cost. Changed fund type.
Maricopa County	2012	2016	MMA12-925	Northern Parkway: Reems Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 1,040,582	\$ 1,040,582	STP-MAG	\$ 728,407	No	Admin Mod. Increased project cost.
Maricopa County	2013	2016	MMA13-008CZ	Northern Parkway: Reems Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 4,704,730	\$ 4,704,730	STP-MAG	\$ 3,293,311	No	Admin Mod. Increased project cost. Work to occur in 2013/2014.
Maricopa County	2014	2017	MMA14-008CZ	Northern Parkway: Reems Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 4,704,730	\$ 4,704,730	STP-MAG	\$ 3,293,311	No	Amend. Add new line item.
Maricopa County	2011	---	MMA11-102	Northern Parkway: Sarival Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No	Amend. Delete project work phase from the TIP. Design done as part of another project.
Maricopa County	2012	2016	MMA12-928	Northern Parkway: Sarival Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 3,576,152	\$ 3,576,152	STP-MAG	\$ 2,503,307	No	Admin Mod. Increased project costs.
Maricopa County	2013	2016	MMA15-109CZ	Northern Parkway: Sarival Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 966,670	\$ 966,670	STP-MAG	\$ 676,669	No	Admin Mod. Increased project costs.
Maricopa County	2013	---	MMA11-927	Northern Parkway: Sarival Overpass	Design roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	No	Amend. Delete project work phase from the TIP. Design done as part of another project.
Mesa	2015	2016	MES15-126DZ	Baseline Rd: Ellsworth to Meridian Rd	Advance design of roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	No	Amend. New Project.

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Mesa	2014	2016	MES14-101DZ	Baseline Rd: Power Rd to Ellsworth Rd	Advance design of roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	No	Admin Adj. Cost change for inflation. Change fund type.
Mesa	2015	2016	MES15-101RWZ	Baseline Rd: Power Rd to Ellsworth Rd	Advance acquisition of right of way for roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 3,919,049	\$ 3,919,049	STP-MAG	\$ 2,743,148	No	Admin Adj. Cost change for inflation. Change fund type.
Mesa	2013	2013	MES100-06D	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2014	MES114-102DZ	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2014	2014	MES100-07RW	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right-of-way for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES15-102CZ	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2013	2019	MES13-002DZ	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2019	MES14-002DZ2	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2014	2019	MES300-08ARW	Country Club Dr at University Dr	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2019	MES15-103CZ	Country Club Dr at University Dr	Construct intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2014	2026	MES14-105DZ	Crismon Rd: Broadway to Guadalupe	Design roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2027.
Mesa	2015	2026	MES15-105RWZ	Crismon Rd: Broadway to Guadalupe	Acquire right-of-way for roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2028.
Mesa	2015	2016	MES15-127DZ	Crismon Rd: Ray Rd to Germann Rd	Advance design of roadway widening	3.0	0	6	Local	\$ -	\$ -	\$ 1,738,755	\$ 1,738,755	STP-MAG	\$ 1,217,165	No	Amend. New project.
Mesa	2011	2020	MES310-11AC	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from TIP.
Mesa	2011	TBD	MES11-107DZ	Dobson Rd at University Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 217,539	\$ 217,539	RARF	\$ 151,177	No	Amend. Add new line item to the TIP.
Mesa	2011	TBD	MES310-10ARW	Dobson Rd at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,057,109	\$ 2,057,109	RARF	\$ 1,439,976	No	Amend. Add new line item to the TIP.
Mesa	2013	2015	MES13-108PZ	Greenfield Rd: Southern Ave to University Dr	Pre-Design roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete line item from TIP. Deferred from 2013 to 2025.
Mesa	2015	2017	MES15-110DZ	Guadalupe Rd: Hawes Rd to Crismon Rd	Design roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2016.

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Mesa	2015	2018	MES15-124DZ	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Design intersection improvement	0.0	0	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2018.
Mesa	2015	2015	MES470-10AD	Lindsay Rd at Brown Rd	Design intersection improvement	0.5	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2025.
Mesa	2015	2016	MES15-114DZ	Meridian Rd: Baseline Rd to Ray	Advance design of roadway widening	4.0	0	6	Local	\$ -	\$ -	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	No	Amend. Work to occur in 2015/2016. Costs split between years and adjusted for inflation.
Mesa	2010	2015	MES09-911PZ2	Mesa Dr at Broadway Rd	Pre-design intersection improvements	1.0	4	6	Local	\$ -	\$ -	\$ 83,976	\$ 83,976	RARF	\$ 58,783	No	Amend. Cost adjustment for inflation.
Mesa	2013	2015	MES151-09D	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 478,819	\$ 478,819	RARF	\$ 335,173	No	Admin Mod. Cost increase from inflation.
Mesa	2014	2015	MES151-09DZ2	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 478,819	\$ 478,819	RARF	\$ 335,173	No	Admin Mod. Cost increase from inflation.
Mesa	2014	2016	MES151-10RW	Mesa Dr at Broadway Rd	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 1,324,475	\$ 1,324,475	RARF	\$ 927,132	No	Admin Mod. Decreased costs.
Mesa	2015	2016	MES151-10RWZ	Mesa Dr at Broadway Rd	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 1,324,475	\$ 1,324,475	RARF	\$ 927,132	No	Admin Mod. Decreased costs.
Mesa	2013	2015	MES150-10CZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ 9,146,700	\$ 9,146,700	RARF	\$ 6,402,690	No	Admin Mod. Increased project costs.
Mesa	2011	2011	MES11-125DZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	1.0	4	6	RARF	\$ -	\$ 612,343	\$ 262,433	\$ 874,776	RARF	\$ 612,343	No	Admin Mod. Corrected Regional and Local Costs.
Mesa	2011	2011	MES11-125RWZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquire right-of-way for roadway widening	1.0	4	6	RARF	\$ -	\$ 217,288	\$ 93,124	\$ 310,412	RARF	\$ 217,288	No	Admin Mod. Corrected Regional and Local Costs.
Mesa	2013	2013	MES188-11D	Southern Ave at Higley Rd	Pre-Design/Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2014	MES188-12RW	Southern Ave at Higley Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES14-120CZ	Southern Ave at Higley Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2013	2015	MES186-09D	Southern Ave at Lindsay Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2015	MES14-119RWZ	Southern Ave at Lindsay Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES15-119CZ	Southern Ave at Lindsay Rd	Construct intersection improvement	0.5	4	6	CMAQ	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	No	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2007	2012	MES12-118RZ	Southern Ave at Stapley Dr	Reimbursement for advance pre-design of intersection improvements	0.5	4	6	Local	\$ -	\$ 121,756	\$ -	\$ 121,756	RARF	\$ 121,756	No	Amend. Add new line item.
Mesa	2011	2012	MES11-016DZ3	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 1,954,690	\$ 1,954,690	RARF	\$ 1,368,283	No	Admin Mod. Increased project costs.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Mesa	2013	2014	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 6,391,214	\$ 6,391,214	RARF	\$ 4,473,850	No	Admin Mod. Decreased project costs.
Mesa	2013	2015	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 6,391,214	\$ 6,391,214	RARF	\$ 4,473,850	No	Admin Mod. Decreased project costs.
Mesa	2013	2016	MES490-09AD	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 712,141	\$ 712,141	STP-MAG	\$ 498,499	No	Amend. Change project description and fund type.
Mesa	2014	2016	MES490-09ADZ	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	No	Amend. Delete line item from the TIP.
Mesa	2014	2016	MES490-10ARW	Stapley Dr at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,180,936	\$ 1,180,936	STP-MAG	\$ 826,655	No	Admin Mod. Increased project costs.
Mesa	2014	2016	MES14-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 4,023,686	\$ 4,023,686	STP-MAG	\$ 2,816,580	No	Amend. Add new line item to the TIP. Work to start in 2014 and continue in 2015.
Mesa	2015	2016	MES490-10ARWZ	Stapley Dr at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,180,936	\$ 1,180,936	STP-MAG	\$ 826,655	No	Admin Mod. Increased project costs.
Mesa	2015	2016	MES13-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 4,023,686	\$ 4,023,686	STP-MAG	\$ 2,816,580	No	Admin Mod. Increased project costs. Work to start in 2014.
Mesa	2013	2021	MES310-10AD	Val Vista Dr: Baseline Rd to Southern Ave	Design roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Mesa	2013	2021	MES310-11ARW	Val Vista Dr: Baseline Rd to Southern Ave	Acquire right-of-way for roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Mesa	2014	2021	MES310-11ARWZ 2	Val Vista Dr: Baseline Rd to Southern Ave	Acquire right-of-way for roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2019.
Mesa	2014	2021	MES13-122CZ	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2014 to 2019.
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	RARF	\$ -	\$ -	\$ 676,436	\$ 676,436	RARF	\$ 341,571	No	Admin Mod: Cost Increase
Mesa	2012	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	RARF	\$ -	\$ -	\$ 2,622,004	\$ 2,622,004	RARF	\$ 1,793,245	No	Admin Mod: Cost Increase
Mesa	2013	2015	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP & CMAQ	\$ 4,699,895	\$ -	\$ 229,081	\$ 4,928,976	RARF	\$ 160,357	No	Amend: Combine funds from MES07-315 and add HSIP funding. Project is funded with \$910,000 - CMAQ and \$3,789,895 - HSIP. Total project costs are reduced.
Mesa	2013		MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	0.5	6	6	CMAQ	\$ 910,000	\$ -	\$ 3,437,000	\$ 4,347,000			No	Amend: Delete Project; project is combined with MES14-117CZ
Peoria	2011	2012	PEO11-104RWZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Acquire right-of-way for intersection improvement	0.2	4	6	Local	\$ -	\$ -	\$ 14,800	\$ 14,800	RARF	\$ -	No	Admin. Adj. Decreased project costs.

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Peoria	2012	2012	PEO12-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	RARF	\$ -	\$ 1,160,318	\$ 541,906	\$ 1,702,225	RARF	\$ 1,160,318	No	Admin Mod. Decreased project cost for FY 2012. Work to continue into 2013.
Peoria	2013	2013	PEO13-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	Local	\$ -	\$ -	\$ 5,117,570	\$ 5,117,570	RARF	\$ -	No	Amend. Add new line item.
Peoria	2013	2021	PEO12-103CZ	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 4,503,711	\$ 4,503,711	RARF	\$ 2,593,358	No	Amend. Increased project costs. Work initiated in 2012.
Peoria	2011	2024	PEO11-101RWZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Acquire right-of-way for roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend: Delete line item. Work to occur in 2012.
Peoria	2012	2026	PEO11-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Duplicate line item. Delete from the TIP.
Peoria	2012	2012	PEO10-101DZ (Reimbursement)	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete duplicate TIP entry.
Peoria	2012	2012	PEO10-101DZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 1,601,804	\$ 1,601,804	RARF	\$ 959,310	No	Admin. Adj. Decreased project costs. Changed fund type.
Peoria	2013	2025	PEO12-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 4,185,759	\$ 4,185,759	RARF	\$ 2,930,032	No	Admin Mod. Deferred from 2011 to 2013.
Peoria	2014	TBD	PEO12-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 15,877,500	\$ 15,877,500	RARF	\$ 11,114,250	No	Admin Mod. Deferred from 2012 to 2014.
Phoenix	2012	2012	PHX12-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 14,453,198	\$ -	\$ 6,969,396	\$ 21,422,594	STP-MAG	\$ 14,453,198	No	Admin Mod. Increased project costs.
Phoenix	2012		PHX11-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete line item from TIP.
Phoenix	2013	2013	PHX13-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 9,376,651	\$ -	\$ 4,018,565	\$ 13,395,215	STP-MAG	\$ 9,376,651	No	Admin Mod. Increased project costs.
Phoenix	2013	2013	PHX13-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 8,735,423	\$ -	\$ 4,518,921	\$ 13,254,344	STP-MAG	\$ 8,735,423	No	Admin Mod. Increased project costs.
Phoenix	2014	2014	PHX14-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 7,751,290	\$ -	\$ 3,321,981	\$ 11,073,271	STP-MAG	\$ 7,751,290	No	Admin Mod. Increased project costs.
Phoenix	2015	2015	PHX15-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 4,376,651	\$ -	\$ 1,875,808	\$ 6,252,459	STP-MAG	\$ 4,376,651	No	Admin Mod. Decreased project costs.
Phoenix	2011	2011	PHX100-06D	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2.0	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	No	Amend. Delete duplicate TIP entry.
Phoenix	2012	2012	PHX100-60D2	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2.0	0	6	STP-MAG	\$ 1,287,935	\$ -	\$ 551,972	\$ 1,839,907	STP-MAG	\$ 1,287,935	No	Admin Mod. Increased project cost.
Phoenix	2013	2013	PHX100-12C	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	0	6	STP-MAG	\$ 8,921,528	\$ -	\$ 3,823,512	\$ 12,745,039	STP-MAG	\$ 8,921,528	No	Admin Mod. Increased project costs.

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Phoenix	2014	2014	PHX13-102CZ	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	0	6	STP-MAG	\$ 8,505,049	\$ -	\$ 3,645,021	\$ 12,150,070	STP-MAG	\$ 8,505,049	No	Admin Mod. Decreased project costs.
Phoenix	2011	2012	PHX11-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 19,916,586	\$ 19,916,586	RARF	\$ 13,941,610	No	Admin Mod. Cost increase from inflation. Additional work to occur in 2013/2014
Phoenix	2011	2012	PHX10-103DZ	Sonoran Blvd: 15th Avenue to Cave Creek	Design roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 2,524,863	\$ 2,524,863	RARF	\$ 711,116	No	Admin. Adj. Cost increase for inflation.
Phoenix	2012	2013	PHX12-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 7,385,859	\$ 7,385,859	RARF	\$ 5,170,102	No	Admin Mod. Cost increase from inflation. Additional work to occur in 2014
Phoenix	2013	2014	PHX13-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 13,192,212	\$ 13,192,212	RARF	\$ 9,193,788	No	Admin Mod. Cost increase from inflation.
Scottsdale	2014	2016	SCT14-101DZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Design roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2014 to 2023.
Scottsdale	2015	2016	SCT15-101RWZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2015 to 2024.
Scottsdale	2013	2013	SCT13-123RWZ	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Acquire right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 70,415	\$ 30,178	\$ 100,592	RARF	\$ 70,415	No	Amend. Add new line item to the TIP.
Scottsdale	2014	2014	SCT14-123CZ	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Construct intersection improvement	0.5	4	6	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	No	Amend. Add new line item to the TIP.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Sales Tax	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	No	Admin Mod. Increased project costs.
Scottsdale	2014	2015	SCT14-106RWZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Acquire right-of-way for roadway widening	0.8	0	2	Sales Tax	\$ -	\$ -	\$ 2,011,843	\$ 2,011,843	RARF	\$ 1,408,290	No	Admin Mod. Increased project costs.
Scottsdale	2015	2015	SCT15-106CZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.8	0	2	RARF	\$ -	\$ 5,633,161	\$ 2,414,212	\$ 8,047,373	RARF	\$ 5,633,161	No	Admin Mod. Increased project costs.
Scottsdale	2013	2016	SCT13-103DZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	6	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete item from TIP. Deferred from 2013 to 2018.
Scottsdale	2014	2016	SCT14-103CZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete item from TIP. Deferred from 2014 to 2019.
Scottsdale	2014	2016	SCT14-102PZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Pre-Design roadway widening	1.0	0	2	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2014 to 2027.
Scottsdale	2015	2016	SCT15-102CZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from TIP. Deferred from 2015 to 2028.
Scottsdale	2015	2016	SCT15-102DZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Design roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2015 to 2027.

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Scottsdale	2015	2016	SCT15-102RWZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Acquire right-of-way for roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from TIP. Deferred from 2015 to 2028.
Scottsdale	2013	2013	SCT13-124DZ	Loop 101 South Frontage Roads	Design roadway widening	0.8	0	4	RARF		\$ 352,073	\$ 150,888	\$ 502,961	RARF	\$ 352,073	No	Amend. Add new project to the TIP.
Scottsdale	2014	2014	SCT14-124RWZ	Loop 101 South Frontage Roads	Acquire right-of-way for roadway widening	0.8	0	4	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	No	Amend. Add new project to the TIP.
Scottsdale	2014	2015	SCT14-124CZ	Loop 101 South Frontage Roads	Construct roadway widening	0.8	0	4	Sales Tax	\$ -	\$ -	\$ 2,851,285	\$ 2,851,285	RARF	\$ 1,995,899	Yes	Amend. Add new project to the TIP.
Scottsdale	2011	2012	SCT13-105DZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	No	Admin Mod. Project description change. Increased project costs
Scottsdale	2012	2013	SCT14-105RWZ 2	Northsight Blvd: Hayden to Frank Lloyd Wright	Acquire right-of-way for roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 1,760,363	\$ -	\$ 1,760,363	RARF	\$ 1,760,363	No	Amend. Add new line item to the TIP.
Scottsdale	2013	2014	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 4,023,686	\$ 1,724,437	\$ 5,748,123	RARF	\$ 4,023,686	No	Amend. Add new line item to the TIP.
Scottsdale	2013	2012	SCT13-114DZ	Pima Rd: Chaparral Rd to Thomas Rd	Design roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2013	2013	SCT13-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Scottsdale	2014	2014	SCT14-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP.
Scottsdale	2011	2013	SCT11-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2011 to 2016.
Scottsdale	2012	2014	SCT12-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP.
Scottsdale	2015	2016	SCT11-112DZ	Pima Rd: Krail to Chaparral Rd	Design roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ 1,324,377	\$ 1,324,377	RARF	\$ 756,203	No	Admin Mod. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2011	2014	SCT11-111DZ	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	1.0	2	4	Sales Tax	\$ -	\$ -	\$ 350,364	\$ 350,364	RARF	\$ 245,255	No	Admin Mod. Decreased project cost.
Scottsdale	2013	2014	SCT12-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Sales Tax	\$ -	\$ -	\$ 3,995,612	\$ 3,995,612	RARF	\$ 2,794,885	No	Admin Mod. Deferred from 2012 to 2013. Increased project costs.
Scottsdale	2010	2012	SCT10-110DZ	Pima Rd: Via De Ventura to Krail	Design roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 861,312	\$ 861,312	RARF	\$ 602,918	No	Amend. Project cost increased. Work occurred in 2010.
Scottsdale	2010	2012	SCT10-110RWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 4,935,756	\$ 4,935,756	RARF	\$ 3,454,007	No	Amend. Increased project costs.
Scottsdale	2011	2013	SCT11-110CWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,467,878	\$ 2,467,878	RARF	\$ 1,727,003	No	Amend. Increased project costs.
Scottsdale	2012	2013	SCT12-110CZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,467,878	\$ 2,467,878	RARF	\$ 1,727,003	No	Amend. Add new line item. Work to continue into 2012.

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Scottsdale	2013	2015	SCT13-113CZ	Pima Rd: Via Linda to Via De Ventura	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,166,419	\$ 2,166,419	RARF	\$ 1,236,494	No	Admin. Adj. Cost increase for inflation.
Scottsdale	2012	2014	SCT200-06ARW	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Acquire right-of-way for roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ 1,345,499	No	Amend. Delete project from the TIP. Deferred from 2012 to 2016.
Scottsdale	2013	2015	SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2013	2014	SCT13-007CZ	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2015	2016	SCT200-06AD	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Design roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ 1,922,140	\$ 1,922,140	RARF	\$ 1,345,499	No	Amend. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2014	2014	SCT14-118DZ	Raintree Drive: Loop 101 to Hayden	Pre-Design/Design roadway widening	1.0	4	6	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	No	Amend. Add new project to the TIP.
Scottsdale	2015	2015	SCT15-118RWZ	Raintree Drive: Loop 101 to Hayden	Acquire right-of-way for roadway widening	1.0	4	6	RARF	\$ -	\$ 3,520,874	\$ 1,508,733	\$ 5,029,608	RARF	\$ 3,520,874	No	Amend. Add new project to the TIP.
Scottsdale	2013	2015	SCT13-122DZ	Raintree Extension: Hayden to Redfield	Pre-Design/Design roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 1,508,882	\$ 1,508,882	RARF	\$ 1,056,218	No	Amend. Add new project to the TIP.
Scottsdale	2013	2016	SCT13-122RWZ	Raintree Extension: Hayden to Redfield	Acquire right-of-way for roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 2,514,804	\$ 2,514,804	RARF	\$ 1,760,363	No	Amend. Add new project to the TIP.
Scottsdale	2013	2016	SCT13-122CZ	Raintree Extension: Hayden to Redfield	Construct roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 6,035,529	\$ 6,035,529	RARF	\$ 4,224,871	Yes	Amend. Add new project to the TIP.
Scottsdale	2014	2016	SCT14-122RWZ	Raintree Extension: Hayden to Redfield	Acquire right-of-way for roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 2,514,804	\$ 2,514,804	RARF	\$ 1,760,363	No	Amend. Add new project to the TIP.
Scottsdale	2014	2016	SCT14-122CZ	Raintree Extension: Hayden to Redfield	Construct roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 6,035,529	\$ 6,035,529	RARF	\$ 4,224,871	Yes	Amend. Add new project to the TIP.
Scottsdale	2013	2013	SCT13-104DZ	Raintree -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2016.
Scottsdale	2014	2014	SCT14-104CZ	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2014 to 2017.
Scottsdale	2013	2015	SCT14-107DZ	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ 502,961	\$ 502,961	RARF	\$ 352,073	No	Admin Mod. Advanced from 2014 to 2013. Increased project cost.
Scottsdale	2014	2015	SCT15-107CZ	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ 5,029,608	\$ 5,029,608	RARF	\$ 3,520,725	No	Admin Mod. Advanced from 2015 to 2014. Increased project cost.
Scottsdale	2015	2016	SCT15-107CZ2	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete line item from the TIP.
Scottsdale	2013	2013	SCT13-109DZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2014	2014	SCT14-109RWZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Acquire right-of-way for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP. Deferred from 2014 to 2018.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Affects Conformity	Note
Scottsdale	2015	2015	SCT15-109CZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Yes	Amend. Delete project from the TIP. Deferred from 2015 to 2019,
Scottsdale	2010	2012	SCT10-014PDZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 282,749	\$ 282,749	RARF	\$ 197,924	No	Admin. Adj. Decreased project costs.
Scottsdale	2011	2012	SCT11-014DZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 785,275	\$ 785,275	RARF	\$ 515,780	No	Admin. Adj. Decreased project costs.
Scottsdale	2013	2014	SCT12-014CZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 11,368,746	\$ 11,368,746	RARF	\$ 3,814,225	No	Admin Mod. Deferred from 2012 to 2013.
Scottsdale	2011	2012	SCT11-1	Shea at 120/124th Streets	Acquire right-of-way for intersection improvement	0.4	6	6	RARF	\$ -	\$ -	\$ 42,152	\$ 42,152	RARF	\$ 29,506	No	Amend. Increased project costs.
Scottsdale	2011	2012	SCT08-930	Shea at 120/124th Streets	Construct intersection improvement	0.4	6	6	RARF	\$ -	\$ -	\$ 910,232	\$ 910,232	RARF	\$ 637,162	No	Amend. Increased project costs.
Scottsdale	2015	2025	SCT08-936	Shea Blvd - 96th St to 144th St ITS Improvements	Design ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ 632,275	\$ 632,275	RARF	\$ 442,592	No	Amend. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2012	2025	SCT09-937	Shea Blvd - 96th St to 144th St ITS Improvements	Acquire right-of-way for ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete from the TIP. Deferred from 2012 to 2016,
Scottsdale	2012	2025	SCT10-938	Shea Blvd - 96th St to 144th St ITS Improvements	Construct ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete from the TIP. Deferred from 2012 to 2016,
Scottsdale	2011	2014	SCT11-120DZ	Shea Blvd at 125th Street	Design intersection improvement	0.3	6	6	Local	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ 88,018	No	Amend. Add project to the TIP. Work conducted in 2011.
Scottsdale	2013	2013	SCT13-108DZ	Thunderbird-Raintree Loop	Pre-Design/Design roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Scottsdale	2014	2014	SCT14-108RWZ	Thunderbird-Raintree Loop	Acquire right-of-way for roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.
Scottsdale	2015	2015	SCT15-108RWZ	Thunderbird-Raintree Loop	Acquire right-of-way for roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	No	Amend. Delete project from the TIP.

NOTE: Reimbursement Years listed as 'TBD' are unfunded reimbursements due to a deficit of program funds in the ALCP. The programmed reimbursements are contingent on the availability of program funds.

Table B. Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

HIGHWAY													
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT11-129	ADOT	ADOT Traffic Operation Center (TOC) Control Room	Upgrade of video wall and reconfiguration of consoles: \$943,000 in 2011 STP-AZ, and \$1,603,100 in 2012 STP-AZ	2012	n/a	n/a	n/a	STP-AZ	\$153,900	\$2,546,100		\$2,700,000	Admin Mod: Increase budget by \$1,700,000. Proposed cost is now \$2,700,000; it was previously \$1,000,000. \$943,000 in 2011 STP-AZ, and \$1,603,100 in 2012 STP-AZ
DOT12-121	ADOT	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Construct roadway	2012	3	2	6	NHS	\$7,090,800	\$117,309,200		\$124,400,000	Admin Mod: Decrease budget by \$2,500,000. Proposed cost is now \$124,400,000; it was previously \$126,900,000.
DOT11-122	ADOT	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Utility relocation	2011	3	2	6	RARF			\$12,300,000	\$12,300,000	Admin MOD: Increase budget by \$2,500,000. Proposed cost is now \$12,300,000; it was previously \$9,800,000.
DOT10-6C29	ADOT	60 (Grand Ave): 71st Ave to McDowell Rd, Phase 1	Roadway Improvements: landscaping and beautification, signal improvements, sidewalk improvements, pavement preservation, lighting improvements and signal modifications.	2012	10	6	6	NHS		\$14,522,200	\$877,800	\$15,400,000	Admin Mod: Decrease budget by \$5,900,000. Proposed cost is now \$15,400,000; it was previously \$21,300,000. Change project name to "71st Ave to McDowell Rd, Phase 1" from "Loop 101 to McDowell Rd, Phase 1".
DOT12-137	ADOT	I-8: MP 96 to MP 115.7 & SR85: MP 0.5 to MP 32.5	Pavement Preservation (crack sealing)	2012	52	I-8: 4 SR85: 2	I-8: 4 SR85: 2	STP-AZ	\$91,200	\$1,508,800		\$1,600,000	Amend: Add a new pavement preservation project in FY 2012 for \$1,600,000.
DOT12-138	ADOT	60 (Grand Ave):SR101L to 71st Ave, Phase 1	Roadway improvements: includes landscaping and beautification, signal improvements, sidewalk improvements, pavement preservation, lighting improvements and signal modifications	2012	3	6	6	NHS		\$5,940,900	\$359,100	\$6,300,000	Amend: Add a new roadway improvement project in FY 2012 for \$6,300,000.
DOT13-101	ADOT	10: SR85 to Verrado, EB	Pavement Preservation	2014	7.2	8	8	IM	299,307	4,951,693		\$5,251,000	Admin Mod: Defer from 2013 to 2014
DOT12-130	ADOT	51: Bell Rd - SR101L (Pima)	Design FMS	2011	2.3	8	8	CMAQ	\$21,318	\$352,682		\$374,000	Admin Mod: Increase budget by \$102,000 - FY2012 CMAQ. Proposed cost is now \$374,000; it was previously \$272,000 -
DOT11-118	ADOT	MAG Regionwide	Evaluation of ITS in the MAG Region	2011	n/a	n/a	n/a	CMAQ	\$22,686	\$375,314		\$398,000	Admin Mod: Increase budget by \$75,000 - FY2012 CMAQ. Proposed cost is now \$398,000; it was previously \$323,000.
DOT11-721	ADOT	17: SR101L - SR74	Design FMS	2012	9	8	8	CMAQ	\$57,228	\$946,772		\$1,004,000	Admin Mod: Increase budget by \$104,000 - FY2012 CMAQ. Proposed cost is now \$1,004,000; it was previously \$900,000.
TMP12-119	Tempe	Intersection of Broadway Rd and Priest Dr.	Construct bus pull-out, ADA sidewalk ramps, and widen east bound right turn lane.	2012	n/a	n/a	n/a	HSIP	\$ 12,309	\$ 203,637		\$215,946	Amend: Add new safety project
PEO12-110	Peoria	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	2012	n/a	n/a	n/a	HSIP	\$ 317,773	\$ 342,397		\$ 660,170	Amend: Add new safety project

PEO14-102	Peoria	Intersection of Cactus Rd and 75th Avenue	Acquisition of right-of-way for intersection improvement.	2014	n/a	n/a	n/a	HSIP	\$ 981,473	\$ 1,057,527		\$ 2,039,000	Amend: Add new safety project
PEO15-104	Peoria	Intersection of Cactus Rd and 75th Avenue	Relocate utilities, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at intersection.	2015	n/a	n/a	n/a	HSIP	\$ 3,608,553	\$ 3,888,182		\$ 7,496,735	Amend: Add new safety project
PEO12-111	Peoria	Intersection of Peoria Ave and 75th Avenue	Design intersection improvement.	2012	n/a	n/a	n/a	HSIP	\$ 38,331	\$ 634,142		\$ 672,473	Amend: Add new safety project
PEO14-103	Peoria	Intersection of Peoria Ave and 75th Avenue	Acquisition of right-of-way for intersection improvement.	2014	n/a	n/a	n/a	HSIP	\$ 27,727	\$ 458,713		\$ 486,440	Amend: Add new safety project
PEO15-105	Peoria	Intersection of Peoria Ave and 75th Avenue	Relocate utilities, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at intersection.	2015	n/a	n/a	n/a	HSIP	\$ 395,642	\$ 6,545,445		\$ 6,941,087	Amend: Add new safety project

TRANSIT

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	A.L.I.	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN11-102T	Avondale	Avondale - Circulator Route 'ZOOM'	Operating:Operating Assistance	2012	n/a	30.09.01		5307-AVN UZA	\$ 83,613	\$ 83,613		\$ 167,226	Amend: Add new project. 5307 Small UZA funds became available from the state.
PHX11-122T	Phoenix	North Maintenance Facility - 2010 W. Desert Cove	Design and construct upgrades - FY2011 5309-Disc. Funds	2012	n/a	11.43.03	2011	5309 - Disc	\$ 1,580,000	\$ 6,320,000		\$ 7,900,000	Amend: New project - 5309-discretionary funds awarded thru State of Good Repair Initiative
VMT11-112T	RPTA	Regionwide	Electric Fan Retrofit - about 70 buses - FY2011 5309-Disc. Funds	2012	n/a	11.14.01	2011	5309 - Disc	\$ 374,229	\$ 1,349,715		\$ 1,723,944	Amend: New project - 5309-discretionary funds awarded thru FY 2011 Sustainability Awards (TIGGER)
VMR11-105T	VMR-Metro	METRO Rail Operations and Maintenance Center in Phoenix	Install solar shade canopies and solar panels - FY2011 5309-Disc. Funds	2012	n/a	11.44.02	2011	5309 - Disc	\$ 7,306,850	\$ 2,715,000		\$ 10,021,850	Amend: New project - 5309-discretionary funds awarded thru FY 2011 Sustainability Awards (TIGGER)
PHX11-708T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 28 replace - 2011 5307 Funds	2012	n/a	11.12.01	2011	5307	\$ 12,163,398	\$ 2,491,298	\$ -	\$ 14,654,696	Admin Mod: Modify the work to include notation of FY2011 5307 Fund in description.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 17, 2012

SUBJECT:

Recommendation of Projects for FY 2012 Traffic Signal Optimization Program

SUMMARY:

On July 19, 2010, the list of consultants for the Intelligent Transportation System (ITS) and Transportation Safety on-call services was approved by the MAG Regional Council Executive Committee. The FY 2012 Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2011, includes \$430,000 for the Fiscal Year (FY) 2012 Traffic Signal Optimization Program (TSOP), including an estimated balance of \$30,000 carried over from FY 2011. A formal request for projects for the FY 2012 Traffic Signal Optimization Program (TSOP) was announced by MAG on October 17, 2011. Seven project applications were received for signal timing improvements at 127 intersections in seven jurisdictions. The applications also identified the need for a regional workshop to provide training on SYNCHRO, a signal timing software. The cost of the seven TSOP projects and the SYNCHRO workshop is estimated at \$199,000. A new feature of the program is the evaluation of before-and-after conditions to identify improvements to traffic flow made by each individual project. All seven projects will be evaluated at an estimated total cost of \$41,740. All recommended projects will be carried out using ten qualified on-call consultants under contract with MAG.

Since its inception in 2004, the MAG Traffic Signal Optimization Program (TSOP) has successfully completed 50 projects that improved traffic signal timing at more than 500 intersections across the region. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Technical assistance is provided by consultants under contract with MAG for on-call consulting services.

Traffic signal optimization is one of the most cost-effective ways to improve traffic movement and make our streets safer and efficient. Signal optimization is performed for any or all of the following reasons:

- To adjust signal timing to account for changes in traffic patterns due to new developments and traffic growth
- To reduce motorist frustration and unsafe driving by reducing stops and delay
- To improve traffic flow through a group of signals, thereby reducing emissions and fuel consumption
- To postpone the need for costly long-term road capacity improvement by improving the traffic flow using existing resources

Signal optimization projects have been found to produce benefit to cost ratios as high as 40 to 1. This program, enthusiastically championed by the Intelligent Transportation Systems Committee, provides traffic engineering assistance for refining signal operations across the MAG region. A typical TSOP project costs around \$25,000. These projects do not require a local match.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The proposed TSOP projects, when implemented, will result in improved traffic operations and reductions in gasoline consumption and vehicular emissions.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: It is essential that local agency technical staff assist in coordinating the execution of these projects by the designated MAG on-call consultant. The projects that would only gather traffic data will involve a follow-up activity by local agency staff, in utilizing the traffic data to implement signal timing improvements. This will require coordination staff participation.

POLICY: None.

ACTION NEEDED:

Approval of the list of FY 2012 Traffic Signal Optimization Program projects and before-and-after project evaluations for an estimated cost of \$230,740, and a regional training workshop on the SYNCHRO software for an estimated cost of \$10,000.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: On January 11, 2012, the MAG Management Committee recommended approval of the list of FY 2012 Traffic Signal Optimization Program projects and before-and-after project evaluations for an estimated cost of \$230,740, and a regional training workshop on the SYNCHRO software for an estimated cost of \$10,000.

MEMBERS ATTENDING

- | | |
|---|---|
| Chad Heinrich for Charlie Meyer, Tempe | Paul Luizzi for John Fischbach, Goodyear |
| David Cavazos, Phoenix, Vice Chair | * Bill Hernandez, Guadalupe |
| # George Hoffman, Apache Junction | Darryl Crossman, Litchfield Park |
| Charlie McClendon, Avondale | Kari Kent for Christopher Brady, Mesa |
| * Stephen Cleveland, Buckeye | Jim Bacon, Paradise Valley |
| Gary Neiss, Carefree | Carl Swenson, Peoria |
| Wayne Anderson for Usama Abujbarah, Cave Creek | # Patrick Flynn for John Kross, Queen Creek |
| Patrice Kraus for Rich Dlugas, Chandler | * Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| Spencer Isom, El Mirage | David Richert, Scottsdale |
| * Phil Dorchester, Fort McDowell Yavapai Nation | Chris Hillman, Surprise |
| Julie Ghetti, Fountain Hills | Chris Hagen for Reyes Medrano, Tolleson |
| * Rick Buss, Gila Bend | Joshua Wright, Wickenburg |
| * David White, Gila River Indian Community | * Lloyce Robinson, Youngtown |
| Leah Hubbard for Patrick Banger, Gilbert | Floyd Roehrich for John Halikowski, ADOT |
| Horatio Skeete for Ed Beasley, Glendale | John Hauskins for David Smith, Maricopa Co. |
| | Bryan Jungwirth for Valley Metro/RPTA |

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

MAG Transportation Review Committee: On December 8, 2011, the MAG Transportation Review Committee recommended approval of the proposed list of TSOP projects.

MEMBERS ATTENDING

- Peoria: David Moody, Chair
- Scottsdale: David Meinhart, Vice-Chair
- ADOT: Robert Samour for Floyd Roehrich
- Avondale: Kristen Sexton for David Fitzhugh
- * Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- # El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres
- Litchfield Park: Paul Ward for Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Scott Butler
- Paradise Valley: Bill Mead
- Phoenix: Rick Naimark
- Queen Creek: Tom Condit
- RPTA: Bob Antilla for Bryan Jungwirth
- Surprise: Bob Beckley
- Tempe: Chad Heinrich
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- Street Committee: Dan Cook, City of Chandler
- ITS Committee: Debbie Albert, Glendale
- * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix
- * Transportation Safety Committee: Julian Dresang, City of Tempe

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

MAG Intelligent Transportation Systems Committee: On November 27, 2011, the MAG Intelligent Transportation Systems Committee recommended approval of proposed list of TSOP projects.

MEMBERS ATTENDING

- * ADOT: Farzana Yasmin for Reza Karimvand
- * ASU: Soyoung Ahn
- # Avondale: Bennie Robinson
- # Buckeye: Paul Ward for Thomas Chlebanowski
- Chandler: Hong Huo for Mike Mah
- * DPS: Capt Brant Benham
- El Mirage: Jorge Gastelum
- # FHWA: Jennifer Brown
- # Gilbert: Kurt Sharp
- # Glendale: Debbie Albert
- # Goodyear: Luke Albert
- Maricopa County, Bob Steele for Nicolaas Swart
- * METRO: Suresh Shrivale
- # Mesa: Avery Rhodes
- Peoria: Ron Amaya
- Phoenix: Marshall Riegel
- * Phoenix Public Transit: Bob Ciotti
- Queen Creek: Bill Birdwell
- Scottsdale: Bruce Dressel
- * Surprise: Nicholas Mascia
- Tempe: Cathy Hollow
- RPTA, Ratna Korepella

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

CONTACT PERSON:

Sarath Joshua (602) 254-6300.

FY2012 TSOP Project Summary

Agency	Project Type	Number of Agencies	Project Category	Total Intersections in the Project	Signal Timing Modified	Estimated Cost	Cost of B/A Evaluation	Total Cost	SYNCHRO Training (#persons)
Chandler	Traffic Data Collection	1	Single Agency	38	38	\$13,000	\$11,400	\$24,400	
Glendale									3
Gilbert	Traffic Data Collection	1	Single Agency	30	30	\$16,000	\$9,000	\$25,000	1
Maricopa County	Signal Optimization	1	Single Agency	11	11	\$25,000	\$5,940	\$30,940	2
Peoria	Signal Optimization	1	Single Agency	12	12	\$25,000	\$1,440	\$26,440	2
Phoenix	SYNCHRO Model & Signal Optimization	1	Single Agency	66	10	\$25,000	\$4,000	\$29,000	3
Queen Creek									1
Scottsdale & ADOT	Signal Optimization	2	Regional	9	9	\$60,000	\$4,860	\$64,860	2
Tempe	Signal Optimization	1	Single Agency	17	17	\$25,000	\$5,100	\$30,100	1
MAG	SYNCHRO Training	8				\$10,000		\$10,000	
TOTAL				183	127	\$199,000	\$41,740	\$240,740	15

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 17, 2012

SUBJECT:

Amendment of the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update to Include High Occupancy Vehicle (HOV) Lane Ramps at Loop 101 and Maryland Avenue

SUMMARY:

In July 2010, the Regional Council approved a \$9 million increase in the budget to construct High Occupancy Vehicle (HOV) lanes on Loop 101 from Tatum Boulevard to the junction with Interstate-10 in the West Valley so that the freeway in the vicinity of the Maryland Avenue overpass could be widened to accommodate the future construction of ramps that would provide direct access to the L101 HOV lanes from Maryland Avenue. As part of the MAG Regional Council action, the ramp connections were included in the MAG Regional Transportation Plan as an illustrative project. The program budget to add the HOV lanes to L101 was \$148.5 million. The HOV lane project is almost complete and ADOT expects the final costs for the project to be less than the revised engineer's estimate of \$112.2 million.

The initial plan for the Maryland Overpass included direct connection ramps to provide access to a nearby park-and-ride lot and the Westgate/Jobing.com Arena/University of Phoenix stadium complex. The construction of the HOV ramps not only would provide carpools and transit vehicles direct access to the HOV lanes, the additional access ramps also would provide improved traffic flow during events at this major regional activity center including the 2015 Super Bowl.

The final component of the project is the construct the ramp connections from the overpass to the L101 HOV lanes. ADOT estimates the cost of this project to be \$14.5 million although ADOT thinks the final cost could be less as the project may be built as a design-build project. Glendale has identified about \$8 million that is in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region that they are proposing to use to pay for a portion of the project. Glendale is proposing that the balance of the regional funding of up to \$7.5 million be used to cover the remaining cost of the project. If the cost to construct the ramps is less than ADOT's estimate, the regional share of the project would be reduced. Since the cost savings to construct the L101 HOV lanes was estimated to be at least \$36.3 million, the additional cost of the HOV ramps could be accommodated by the program cash flow.

PUBLIC INPUT:

None has been received.

PROS & CONS:

Pros: By building the HOV ramp connections at Maryland Avenue, HOV users including carpools and transit vehicles have better access to the L101 HOV lanes. In addition, the additional ingress and egress improves traffic conditions during major events at this major regional activity center.

Cons: The additional costs reduces the available cash flow for the regional freeway/highway program.

TECHNICAL & POLICY IMPLICATIONS:

Technical: The ramps can be built fairly quickly since the L101 has already been widened in the vicinity of Maryland Avenue in anticipation of the ramps being constructed.

POLICY: Direct HOV ramp connections improve the access to the HOV lanes by transit and car pool vehicles and will substantially improve access to the Westgate/Jobing.com Arena and University of Phoenix stadium.

ACTION NEEDED:

Approval of a new project to add HOV direct connection ramps at the L101 and Maryland Avenue for an estimated cost of \$14.5 million, that the remaining uncommitted funds in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region, estimated to be approximately \$8 million, be allocated to this project with the MAG Freeway/Highway program paying for the balance of the costs up to \$7.5 million, and that the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update be amended, pending a finding of air quality conformity.

PRIOR COMMITTEE ACTIONS:

This item is on the January 18, 2012, Transportation Policy Committee agenda. An update will be provided on action taken by the committee.

On January 11, 2012, the MAG Management Committee recommended approval of a new project to add HOV direct connection ramps at the L101 and Maryland Avenue for an estimated cost of \$14.5 million, that the remaining uncommitted funds in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region, estimated to be approximately \$8 million, be allocated to this project with the MAG Freeway/Highway program paying for the balance of the costs up to \$7.5 million, and that the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update be amended, pending a finding of air quality conformity.

MEMBERS ATTENDING

- Chad Heinrich for Charlie Meyer, Tempe
- David Cavazos, Phoenix, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- * Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Spencer Isom, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghetti, Fountain Hills
- * Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Leah Hubbard for Patrick Banger, Gilbert
- Horatio Skeete for Ed Beasley, Glendale
- Paul Luizzi for John Fischbach, Goodyear
- * Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Kari Kent for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # Patrick Flynn for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- David Richert, Scottsdale
- Chris Hillman, Surprise
- Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- * Lloyce Robinson, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for David Smith, Maricopa Co.
- Bryan Jungwirth for Valley Metro/RPTA

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

On December 8, 2011, the MAG Transportation Review Committee recommend the approval a new project to add HOV direct connection ramps at the L101 and Maryland Avenue for an estimated cost of \$14.5 million, that the remaining uncommitted funds in the Statewide Transportation Acceleration Needs Account (STAN) for the MAG region, estimated to be approximately \$8.0 million, be allocated to this project with the MAG Freeway / Highway program paying for the balance of the costs up to \$7.5 million, and that the FY 2010-2014 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update be amended, pending a finding of air quality conformity.

MEMBERS ATTENDING

Peoria: David Moody, Chair
Scottsdale: David Meinhart, Vice-Chair
ADOT: Robert Samour for Floyd Roehrlich
Avondale: Kristen Sexton for David Fitzhugh
* Buckeye: Scott Lowe
Chandler: Dan Cook for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer
* Gila River: Doug Torres
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel

Litchfield Park: Paul Ward for Woody
Scoutten
Maricopa County: John Hauskins
Mesa: Scott Butler
Paradise Valley: Bill Mead
Phoenix: Rick Naimark
Queen Creek: Tom Condit
RPTA: Bob Antilla for Bryan Jungwirth
Surprise: Bob Beckley
Tempe: Chad Heinrich
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee:
ITS Committee: Debbie Albert, City of Glendale

* Bicycle/Pedestrian Committee: Katherine
Coles, City of Phoenix
* Transportation Safety Committee: Julian
Dresang, City of Tempe

* Members neither present nor represented by proxy.
Attended by Audioconference

+ Attended by Videoconference

CONTACT PERSON:

Eric Anderson, Transportation Director, 602-254-6300, eanderson@azmag.gov

January 13, 2012

The Honorable Hugh Hallman
Chair
MAG Regional Council
302 N. 1st Ave. Suite 300
Phoenix, AZ 85003

Dear Mayor Hallman:

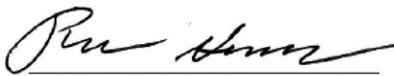
Please accept this letter as a formal request from the west valley cities that Mayor Sharon Wolcott, City of Surprise, be appointed to fill the geographical balance seat on the MAG Transportation Policy Committee left vacant by Mayor Truitt.

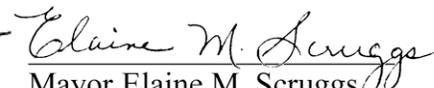
Sincerely,


Mayor Marie Lopez Rogers
Avondale


Mayor Jackie Meek
Buckeye

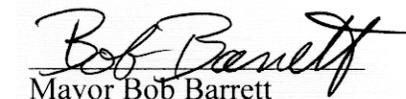

Mayor Lana Mook
El Mirage

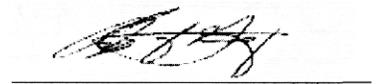

Mayor Ron Henry
Gila Bend

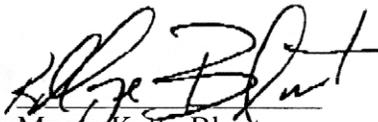

Mayor Elaine M. Scruggs
Glendale

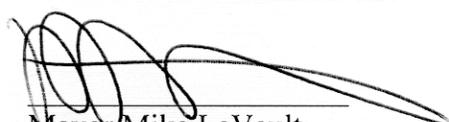

Mayor Georgia Lord
Goodyear


Mayor Thomas Schoaf
Litchfield Park


Mayor Bob Barrett
Peoria


Mayor Adolfo Gamez
Tolleson


Mayor Kelly Blunt
Wickenburg


Mayor Mike LeVault
Youngtown

c: Dennis Smith, Executive Director

January 17, 2012

TO: Members of the MAG Regional Council

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: STATUS OF REMAINING MAG APPROVED PM-10 CERTIFIED STREET SWEEPER
PROJECTS THAT HAVE NOT REQUESTED REIMBURSEMENT

A status report is being provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement (see attached table). To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

At the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street sweepers were given as an example.

In some cases approved sweeper projects have taken up to three years to request reimbursement. The delay in requesting reimbursement for street sweepers results in obligated federal funds being carried forward in the MAG Unified Planning Work Program and Annual Budget. The Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. To assist MAG member agencies in tracking the purchase of approved sweepers, periodic updates will be provided on the status of the reimbursement requests.

The purchase of PM-10 certified street sweeper projects supports the measure "PM-10 Efficient Street Sweepers" in the Serious Area PM-10 Plan. In addition, while the MAG 2007 Five Percent Plan for PM-10 has been withdrawn, the measures in the plan including the measure "Sweep Street with PM-10 Certified Street Sweepers", continue to be implemented to reduce PM-10. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement.

If you have any questions, please call me at (602) 254-6300.

Attachment

**STATUS OF REMAINING PM-10 CERTIFIED STREET SWEEPER PROJECTS
THAT HAVE RECEIVED APPROVAL**

January 3, 2012

	Remaining Projects	CMAQ Allocated	Status
FY 2011 CMAQ			
Approved January 2011			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by March 5, 2012.	Phoenix (2)	\$406,864	Delivery of the street sweepers is anticipated in May 2012.
	Mesa	\$218,915	Delivery of the street sweeper is anticipated the first week of April 2012.
Total Remaining Project Costs		\$625,779	
FY 2012 CMAQ			
Approved December 2011			
To assist MAG in reducing the amount of obligated federal funds, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency by December 18, 2012.	Tempe	\$203,976	
	El Mirage	\$200,162	
	Scottsdale	\$177,656	
	Surprise (2)	\$352,710	
	Phoenix	\$223,258	
	Carefree	\$203,852	
Total Remaining Project Costs		\$1,361,614	
Grand Total Remaining Project Costs FY 2011 - FY 2012		\$1,987,393	

MAG staff contact: Lindy Bauer or Dean Giles, (602) 254-6300

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 17, 2012

SUBJECT:

New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

SUMMARY:

On September 21, 2011, the MAG Regional Council approved a Draft Fiscal Year 2012 Arterial Life Cycle Program amendment for several projects to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2010 Update, as appropriate, contingent on a new Finding of Conformity. Since that time, MAG staff has completed a regional emissions analysis for the proposed amendment. The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. A copy of the December 2, 2011 conformity assessment is attached, as well as a January 3, 2012 conformity assessment that provides notification of several corrections and additional projects. Approval of the new conformity finding by the Regional Council is required prior to MAG approval of the amendment to the TIP and Regional Transportation Plan 2010 Update.

PUBLIC INPUT:

On December 3, 2011, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2010 Update.

In addition, an opportunity for public comment was provided at the January 11, 2012 Management Committee meeting and no public comments were received.

PROS & CONS:

PROS: Approval of the conformity finding is required prior to approval of a major amendment to a TIP or Regional Transportation Plan by a metropolitan planning organization. The purpose of conformity is to ensure that transportation actions will not cause or contribute to violations of federal air quality standards.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Implementation of the TIP and Regional Transportation Plan 2010 Update will not cause or contribute to new violations of ambient air quality standards, increase the frequency or severity of any existing violations, or delay timely attainment of any standard or required emission reduction.

POLICY: The amendment to the TIP and Regional Transportation Plan 2010 Update may not be adopted until the conformity finding is approved. The conformity assessment is being prepared in accordance with federal and state regulations. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update, as amended.

PRIOR COMMITTEE ACTIONS:

Management Committee: On January 11, 2012, the MAG Management Committee recommended approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update, as amended.

MEMBERS ATTENDING

- | | |
|---|--|
| Chad Heinrich for Charlie Meyer,
Tempe | Paul Luizzi for John Fischbach,
Goodyear |
| David Cavazos, Phoenix, Vice Chair | * Bill Hernandez, Guadalupe |
| # George Hoffman, Apache Junction | Darryl Crossman, Litchfield Park |
| Charlie McClendon, Avondale | Kari Kent for Christopher Brady, Mesa |
| * Stephen Cleveland, Buckeye | Jim Bacon, Paradise Valley |
| Gary Neiss, Carefree | Carl Swenson, Peoria |
| Wayne Anderson for Usama Abujbarah,
Cave Creek | # Patrick Flynn for John Kross, Queen Creek |
| Patrice Kraus for Rich Dlugas, Chandler | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Spencer Isom, El Mirage | David Richert, Scottsdale |
| * Phil Dorchester, Fort McDowell Yavapai Nation | Chris Hillman, Surprise |
| Julie Ghetti, Fountain Hills | Chris Hagen for Reyes Medrano, Tolleson |
| * Rick Buss, Gila Bend | Joshua Wright, Wickenburg |
| * David White, Gila River Indian Community | * Lloyce Robinson, Youngtown |
| Leah Hubbard for Patrick Banger, Gilbert | Floyd Roehrich for John Halikowski, ADOT |
| Horatio Skeete for Ed Beasley, Glendale | John Hauskins for David Smith, Maricopa
County |
| | Bryan Jungwirth for Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

CONTACT PERSON:

Dean Giles, MAG, Air Quality Planning Program Specialist, (602) 254-6300.

December 2, 2011

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Debbie Cotton, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro Rail
William Wiley, Maricopa County Air Quality Department
Brian Tapp, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO
THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND
REGIONAL TRANSPORTATION PLAN 2010 UPDATE

The Maricopa Association of Governments is distributing for consultation a conformity assessment for a proposed amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The proposed amendment to the TIP and Regional Transportation Plan 2010 Update includes project modifications for the Arterial Life Cycle Program. The proposed amendment requires a new conformity determination on the TIP and Regional Transportation Plan 2010 Update. The project modifications impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis was conducted. Comments are requested by January 3, 2012.

The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and Regional Transportation Plan 2010 Update as a whole, meet the transportation conformity requirements for carbon monoxide, ozone, and particulate matter PM-10 (see Attachment A). A description of the projects is provided in Attachment B. The proposed amendment and the corresponding regional emissions analysis are being provided for review and comment through the MAG Conformity Consultation Process. It is anticipated that the amendment, as well as the corresponding new conformity determination on the TIP and Regional Transportation Plan 2010 Update, will be on the agenda for the January 11, 2012 MAG Management Committee meeting and the January 25, 2012 MAG Regional Council meeting.

If you have any questions or comments, please contact me at (602) 254-6300.

Attachments

cc: Eric Massey, Arizona Department of Environmental Quality
Scott Omer, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

ATTACHMENT A

CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

MAG is conducting consultation on an amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan 2010 Update. The proposed amendment to the TIP and RTP includes project modifications for the Arterial Life Cycle Program. The conformity assessment indicates that the proposed amendment to the TIP and Regional Transportation Plan 2010 Update satisfies the criteria specified in the federal transportation conformity rule for a conformity determination. A finding of conformity is therefore supported.

The federal conformity regulations at 40 CFR Parts 51 and 93 specify the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are: (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by the U.S. Environmental Protection Agency (EPA) for transportation conformity purposes, or an interim emissions test; (2) the latest planning assumptions and emissions models specified for use in air quality implementation plans must be employed; (3) the TIP and Regional Transportation Plan must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation.

The current conformity finding of the TIP and Regional Transportation Plan 2010 Update, as amended, was made by the Federal Highway Administration and Federal Transit Administration on January 19, 2011. The results of the regional emissions analysis for the proposed amendment to the TIP and Regional Transportation Plan 2010 Update are described below and in Table A-1.

Regional Emissions Analysis

The proposed amendment to the TIP and Regional Transportation Plan 2010 Update must pass the emissions budget tests with budgets that have been found to be adequate or approved by the EPA for transportation conformity purposes. The MAG transportation and air quality models were utilized in the regional emissions analysis to assess the effect of the estimated emissions from the amendment, when considered together with the emissions from the TIP and Regional Transportation Plan as a whole.

The modeling results indicate that for each pollutant and each modeled year the regional emissions from the proposed amendment considered together with the TIP and Regional Transportation Plan 2010 Update are less than the motor vehicle emissions budgets for carbon monoxide, eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and particulate matter (PM-10). The regional emissions analysis was conducted for carbon monoxide, eight-hour ozone and PM-10 for the years 2010, 2015, 2025, and 2031.

The EPA approved the MAG Carbon Monoxide Maintenance Plan and 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day, effective April 8, 2005.

The year 2010 was modeled for carbon monoxide since 2010 is less than ten years from the 2002 calibration year for the transportation models. The year 2015 was modeled since it is a maintenance year in the MAG Carbon Monoxide Maintenance Plan. The year 2025 was modeled because it is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For carbon monoxide, the total regional vehicle-related emissions for the analysis year 2010 is projected to be less than the approved emissions budget of 699.7 metric tons per day, and the emissions for the analysis years 2015, 2025, and 2031 are projected to be less than the approved emissions budget of 662.9 metric tons per day. The applicable conformity test for carbon monoxide is therefore satisfied.

For eight-hour ozone, the EPA made a finding that the 2008 emissions budgets for volatile organic compounds (VOC) of 67.9 metric tons per day and nitrogen oxides (NO_x) of 138.2 metric tons per day in the MAG 2007 Eight-Hour Ozone Plan are adequate for transportation conformity purposes, effective November 9, 2007. The year 2010 was modeled for VOC and NO_x since 2010 is less than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also modeled for VOC and NO_x since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For VOC, the total regional vehicle-related emissions for the analysis years 2010, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 67.9 metric tons per day. For NO_x, the total regional vehicle-related emissions for the analysis years 2010, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 138.2 metric tons per day. The applicable conformity tests for eight-hour ozone are therefore satisfied.

The EPA approved the Revised MAG 1999 Serious Area Particulate Plan for PM-10 and the PM-10 emissions budget of 59.7 metric tons per day, effective August 26, 2002. The year 2010 was modeled for PM-10 since 2010 is less than ten years from the 2002 calibration year for the transportation models. The years 2015 and 2025 were also modeled for PM-10 since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The analysis year 2031 was modeled because it is the last year of the Regional Transportation Plan 2010 Update. For PM-10, the total vehicle-related emissions for the analysis years of 2010, 2015, 2025, and 2031 are projected to be less than the emissions budget of 59.7 metric tons per day. The conformity test for PM-10 is therefore satisfied.

Latest Planning Assumptions and Emissions Models

In accordance with federal conformity requirements, the latest planning assumptions and emissions models specified for use in air quality implementation plans were employed for this conformity determination. The latest planning assumptions used for this conformity determination are consistent with the models, associated methods, and assumptions described in the 2012 MAG Conformity Analysis document distributed for interagency consultation on October 4, 2011. A summary of the latest planning assumptions, including population, employment, and vehicle registration data used in the regional emissions analysis, is provided in Table A-2. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on November 4, 2011.

Timely Implementation of Transportation Control Measures

The November 24, 1993 transportation conformity rule preamble indicates that "EPA believes that for conformity determinations on TIP amendments, the demonstration of timely implementation of TCMs should focus on the

changes to the TIP which impact TCM implementation. A new status report on implementation of TCMs is not necessarily required for TIP amendments; the status report from the previous conformity determination may be relied on if by its nature the TIP amendment does not affect TCM implementation." Therefore, for this amendment to the TIP and Regional Transportation Plan 2010 Update, the 2010 MAG Conformity Analysis is relied on for reporting the timely implementation of transportation control measures since the amendment does not affect TCM implementation.

In accordance with Section 93.113, the TIP and Regional Transportation Plan 2010 Update with the proposed amendment continue to provide for the timely completion or implementation of the TCMs in the applicable air quality implementation plans, and no schedule difficulties have been identified. In addition, nothing in the TIP and Regional Transportation Plan 2010 Update interferes with the implementation of any transportation control measures in the applicable air quality implementation plans, and priority is given to TCMs.

Consultation

In compliance with federal and state rules, MAG is required to provide reasonable opportunity for consultation with state air and transportation agencies, local agencies, U.S. Department of Transportation, Environmental Protection Agency and other interested parties. For this amendment, a 30-day consultation period is being provided on the conformity assessment contained in this memorandum. Consultation is concluded by notifying the agencies and other interested parties of any approval action taken by the MAG Regional Council and any comments received during the period of consultation.

TABLE A-1

CONFORMITY TEST RESULTS FOR CO, VOC, NO_x, AND PM-10 (METRIC TONS/DAY)

Pollutant	Carbon Monoxide ^a		Eight-Hour Ozone ^b		PM-10 ^c		
	2006	2015	2008 VOC	2008 NO _x	Onroad Mobile	Road Construction	2010 Total PM-10
Budget Test	699.7	662.9	67.9	138.2	N/A	N/A	59.7
2010	553.7		55.6	130.3	42.2	2.4	44.6
2015		509.3	48.7	77.6	39.6	3.0	42.6
2025		508.1	43.1	44.9	44.8	3.5	48.3
2031		519.4	45.2	43.3	47.4	3.5	50.9

- a The Carbon Monoxide Maintenance Plan established a 2006 budget and a 2015 budget. The onroad mobile source emissions correspond to a Friday in December episode day conditions.
- b The MAG 2007 Eight-Hour Ozone Plan established 2008 budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO_x). The onroad mobile source emissions correspond to a Thursday in June episode day conditions.
- c The Revised MAG 1999 Serious Area Particulate Plan for PM-10 established a 2006 emissions budget corresponding to an annual average day.

TABLE A-2

LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under the Governor's Executive Order 95-2, official County projections were updated every 5 years after a census. These official projections were used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG developed a set of employment projections for Maricopa County that were consistent with the DES population projections and also prepared subcounty population and employment projections. The MAG Regional Council approved the subcounty socioeconomic projections in May 2007.	DRAM/EMPAL; SAM-IM	Under the Governor's Executive Order 2011-04, official county socioeconomic projections based on the 2010 U.S. Census will be developed by the Arizona Department of Administration (ADOA). It is anticipated that ADOA will complete the county level projections in 2012 and MAG will prepare subcounty socioeconomic projections for adoption by the MAG Regional Council within six months after receipt of the ADOA county level projections.
Traffic Counts	The highway models were validated in 2011 for the 2008 base year, using approximately 3,500 traffic counts collected in 2006-2010.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	The highway models were calibrated in 2006 using the 2001 home interview survey. The base year for the calibration was 2002. The transit models were recalibrated in 2008-2009 based on data from the 2007 on-board bus survey. The MAG truck model and volume delay functions were recalibrated in 2008-2010 based on the 2007 Travel Time and Speed Study, 2007 Truck Survey and 2008 External Travel Survey.	TransCAD	The FY 2011 Unified Planning Work Program (UPWP) contained \$740,000 for the MAG model recalibration and update. MAG has collected new household travel data to supplement the 2008-2009 National Household Travel Survey and has also obtained 2010-2011 on-board transit survey data. This data will be used to recalibrate the transportation models in 2012-2013.
Speeds	The highway models were validated in 2010 and 2011 using data collected by the 2007 Travel Time and Speed Study.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models. MAG has also purchased commercial speed data for future estimation and model calibration purposes.
Vehicle Registrations	July 2011 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT in MOBILE6 format.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Chandler	2011	2011	CHN110-07DZ4	Chandler Blvd at Alma School Rd	Design intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 126,516	\$ 126,516	RARF	\$ 88,561	Amend. Deferred from 2010 to 2011. Cost increased and split between 2011 and 2012.
Chandler	2012	TBD	CHN12-109CZ	Chandler Blvd at Alma School Rd	Construct intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 1,345,061	\$ 1,345,061	RARF	\$ 941,543	Amend. Add new line item to the TIP.
Chandler	2011	2017	CHN11-104RWZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Acquire right-of-way for roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item
Chandler	2013	2018	CHN14-104CZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 8,800,000	\$ 8,800,000	RARF	\$ 6,160,000	Amend. Advanced from 2014 to 2013. Increased project cost.
Chandler	2014	2021	CHN14-104CZ2	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item
Chandler	2014	2026	CHN14-104CZ3	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	---	---	---	---	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item
Chandler	2011	2017	CHN11-103RWZ	Gilbert Rd: Queen Creek to Ocotillo	Acquire right-of-way for roadway widening	1.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP.
Chandler	2012	2021	CHN12-103CZ3	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP.
Chandler	2012	2026	CHN430-10ARW	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP.
Chandler	2013	2026	CHN430-11AC	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP. Project segmented and deferred from 2013 to 2017 and 2019, respectively.
Chandler	2013	---	CHN430-11AC22	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	---	\$ -	Amend. Delete line item from the TIP. Project segmented and deferred from 2013 to 2017 and 2019, respectively.
Chandler	2011	2012	CHN11-110RWZ	Gilbert Rd: Queen Creek to Hunt Hwy	Acquire right-of-way for roadway widening	4.0	2	6	RARF	\$ -	\$ -	\$ 73,837	\$ 73,837	RARF	\$ 51,686	Amend. Add new line item.
Chandler	2014	2016	CHN10-101DZ	McQueen Road: Ocotillo Road to Riggs Road	Design roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ 1,158,148	\$ 1,158,148	RARF	\$ 136,736	Admin. Adj. Cost increase for inflation.
Chandler	2015	2016	CHN10-101RWZ	McQueen Road: Ocotillo Road to Riggs Road	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ 2,665,692	\$ 2,665,692	RARF	\$ 1,859,949	Admin. Adj. Cost increase for inflation.
Chandler	2011	2016	CHN14-102RWZ	Ocotillo Road: Arizona Avenue to McQueen Road	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 969,996	\$ 969,996	RARF	\$ 678,997	Amend. Project advanced from 2014 to 2011.
Chandler	2011	2016	CHN14-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 370,754	\$ 370,754	RARF	\$ 259,528	Amend. Advanced from 2014 to 2011. Decreased project costs.
Chandler	2011	TBD	CHN11-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 370,754	\$ 370,754	RARF	\$ 259,528	Amend. Decreased project costs.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Chandler	2014	2021	CHN14-105DZ	Ray Rd at Dobson Rd	Design intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 1,408,290	\$ 1,408,290	RARF	\$ 958,643	Admin Mod. Increased project costs.
Chandler	2015	2021	CHN15-105RWZ	Ray Rd at Dobson Rd	Acquire right-of-way for intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 1,800,600	\$ 1,800,600	RARF	\$ 1,031,070	Admin Mod. Decreased project cost.
Chandler	2015	2021	CHN15-105CZ	Ray Rd at Dobson Rd	Construct intersection improvement	0.3	4	6	Local	\$ -	\$ -	\$ 7,978,970	\$ 7,978,970	RARF	\$ 4,727,831	Admin Mod. Decreased project cost.
Chandler	2014	2021	CHN141-06DZ	Ray Rd at McClintock Dr	Design intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 443,249	\$ 443,249	RARF	\$ 308,818	Admin Mod. Decreased costs.
Chandler	2015	2021	CHN15-106RWZ	Ray Rd at McClintock Dr	Acquire right-of-way for intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 1,672,445	\$ 1,672,445	RARF	\$ 908,347	Admin Mod. Increased costs.
Chandler	2015	2021	CHN15-106CZ	Ray Rd at McClintock Dr	Construct intersection improvement	0.3	4	6	Bonds	\$ -	\$ -	\$ 6,722,614	\$ 6,722,614	RARF	\$ 4,120,255	Admin Mod. Increased costs.
El Mirage	2013	2016	MMA13-103RWZ	El Mirage Rd: Peoria Avenue to Cactus Road	Acquire right-of-way for roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,108,718	\$ 3,108,718	RARF	\$ 2,176,103	Amend. New project.
El Mirage	2014	2016	MMA14-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,882,930	\$ 3,882,930	RARF	\$ 2,718,051	Amend. New project.
El Mirage	2015	2016	MMA15-103CZ	El Mirage Rd: Peoria Avenue to Cactus Road	Construct roadway widening	1.0	2	6	Bonds	\$ -	\$ -	\$ 3,882,930	\$ 3,882,930	RARF	\$ 2,718,051	Amend. New project.
El Mirage	2013	2015	MMA13-102RWZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Design roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 502,961	\$ 502,961	RARF	\$ 352,073	Amend. New project.
El Mirage	2014	2015	MMA14-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 51,454	\$ 51,454	RARF	\$ 36,018	Amend. New project.
El Mirage	2015	2015	MMA15-102CZ	Thunderbird Rd: El Mirage Road to Grand Avenue	Construct roadway widening	0.5	2	6	Bonds	\$ -	\$ -	\$ 3,469,271	\$ 3,469,271	RARF	\$ 2,428,490	Amend. New project.
Fountain Hills	2011	2011	FTH11-002DZ	Shea Blvd: Technology Dr to Cereus Wash	Design roadway widening	0.8	5	6	General Fund	\$ -	\$ 33,043	\$ 14,161	\$ 47,204	RARF	\$ 33,043	Admin Mod. Decreased project costs. A portion of the regional funds were allocated to FTH12-002DZ.
Gilbert	2015	2022	GLB400-11AD	Elliot Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 359,870	\$ 359,870	RARF	\$ 251,480	Admin Adj. Cost change for inflation.
Gilbert	2015	2021	GLB15-101DZ	Elliot Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 654,560	\$ 654,560	RARF	\$ 217,279	Admin Adj. Cost change for inflation.
Gilbert	2014	2016	GLB09-727	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,139,148	\$ 1,139,148	RARF	\$ 673,444	Amend. Deferred from 2013 to 2014. Cost change for inflation.
Gilbert	2015	2016	GLB14-102RWZ	Germann Rd: Gilbert Rd to Val Vista Rd	Acquire right-of-way for roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,744,025	\$ 1,744,025	RARF	\$ 1,031,545	Amend. Deferred from 2014 to 2015. Cost change for inflation.
Gilbert	2015	2025	GLB15-102CZ	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2025	GLB15-102CZ2	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2014	2015	GLB09-728	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 1,634,376	\$ 1,634,376	RARF	\$ 1,143,733	Amend. Deferred from 2013 to 2014. Cost change for inflation.
Gilbert	2015	2015	GLB14-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquire right-of-way for roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ 3,542,244	\$ 3,542,244	RARF	\$ 2,479,571	Amend. Deferred from 2014 to 2015. Increased project costs.
Gilbert	2015	2019	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2026	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2015	2015	GLB13-002CZ	Greenfield Rd: Elliot Rd to Ray Rd	Construct roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Gilbert	2014	2015	GLB11-810D	Greenfield Rd: Elliot Rd to Ray Rd	Design roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ 599,607	\$ 599,607	RARF	\$ 419,469	Admin Mod. Deferred from 2013 to 2014. Cost increase for inflation.
Gilbert	2015	2015	GLB12-815RW	Greenfield Rd: Elliot Rd to Ray Rd	Acquire right-of-way for roadway widening	2.0	2	6	Bonds	\$ -	\$ -	\$ 2,452,666	\$ 2,452,666	RARF	\$ 1,602,433	Admin Mod. Deferred from 2014 to 2015. Cost increase for inflation.
Gilbert	2011	2011	GLB11-003CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Project delayed from 2011 to 2012. Work for 2012 is currently programmed in the TIP.
Gilbert	2011	2011	GLB120-08RW	Guadalupe Rd at Cooper Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ 1,592,000	\$ 696,232	\$ 2,288,232	RARF	\$ 1,592,000	Amend. Add new line item to the TIP. Work deferred from 2010 to 2011.
Gilbert	2013	2015	GLB13-004CZ	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item. Deferred past 2015.
Gilbert	2014	2023	GLB130-07D	Guadalupe Rd at Gilbert Rd	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 380,871	\$ 380,871	RARF	\$ 266,569	Admin Mod. Deferred from 2011 to 2014. Cost increased for inflation.
Gilbert	2015	2023	GLB130-08RW	Guadalupe Rd at Gilbert Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 1,858,415	\$ 1,858,415	RARF	\$ 1,300,657	Admin Mod. Deferred from 2012 to 2015. Cost increased for inflation.
Gilbert	2011	2012	GLB11-108DZ	Power Rd: Santan Fwy to Pecos Rd	Design roadway widening	1.5	4	6	RARF	\$ -	\$ -	\$ 1,189,694	\$ 1,189,694	RARF	\$ 517,547	Admin Mod. Deferred from 2010 to 2011. Cost increased from inflation.
Gilbert	2011	2013	GLB10-005RWZ	Power Rd: Santan Fwy to Pecos Rd	Acquire right-of-way for roadway widening	1.5	4	6	RARF	\$ -	\$ 2,453,329	\$ 2,327,961	\$ 4,781,290	RARF	\$ 2,453,329	Amend. Add line item to the TIP. Work was deferred from 2010 to 2011.
Gilbert	2011	2012	GLB11-812D	Queen Creek Rd: Greenfield to Higley	Design roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2012	2013	GLB12-817AW	Queen Creek Rd: Greenfield to Higley	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2012	2014	GLB12-817AWZ2	Queen Creek Rd: Greenfield to Higley	Acquire right-of-way for roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2013	2014	GLB11-804	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2013	2015	GLB11-804CZ2	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2013	2013	GLB11-011DZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Design roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2014	2014	GLB12-011RWZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Acquire right-of-way for roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2015	2015	GLB13-011CZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP.
Gilbert	2010	2012	GLB12-107ADZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Design roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2012	2.0	2	4	Bonds	\$ -	\$ -	\$ 924,442	\$ 924,442	RARF	\$ 647,109	Amend. Add new line item. Work conducted in 2010/2011.
Gilbert	2011	2012	GLB12-107ADZ 2	Queen Creek Rd: Val Vista Dr to Higley Rd	Design roadway widening	2.0	2	4	Bonds	\$ -	\$ -	\$ 924,442	\$ 924,442	RARF	\$ 647,109	Amend. Add new line item. Work conducted in 2010/2011.
Gilbert	2011	2014	GLB14-107ACZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ 7,823,044	\$ 7,823,044	RARF	\$ 5,476,131	Amend. Add new project to the TIP.
Gilbert	2011	2013	GLB13-107ARW Z2	Queen Creek Rd: Val Vista Dr to Higley Rd	Acquire right-of-way for roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2013	2.0	2	4	Bonds	\$ -	\$ -	\$ 769,530	\$ 769,530	RARF	\$ 538,671	Amend. Add new line item. Work conducted in 2011.
Gilbert	2011	2013	GLB13-107ARW Z2	Queen Creek Rd: Val Vista Dr to Higley Rd	Acquire right-of-way for roadway widening	2.0	2	4	Bonds	\$ -	\$ -	\$ 769,530	\$ 769,530	RARF	\$ 538,671	Amend. Add new line item. Work conducted in 2011.
Gilbert	2012	2015	GLB12-107CZ	Queen Creek Rd: Val Vista Dr to Higley Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ 7,823,044	\$ 7,823,044	RARF	\$ 5,476,131	Amend. Add new line item.
Gilbert	2015	2022	GLB15-105DZ	Ray Rd: Higley to Recker	Design roadway widening	1.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2015	2023	GLB15-106DZ	Ray Rd: Recker to Power	Design roadway widening	1.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2015	2023	GLB15-104DZ	Ray Rd: Val Vista to Higley	Design roadway widening	2.0	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Segment combined and advanced to 2010/2011.
Gilbert	2010	2014	GLB10-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening conducted in 2010 - Reimbursement with RARF funds programmed for 2014	4.0	4	6	Local	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	Amend. Add new line item to the TIP. Project consolidated and advanced.
Gilbert	2010	2015	GLB10-109RWZ	Ray Rd: Val Vista to Power	Acquire right-of-way for roadway widening	4.0	4	6	Local	\$ -	\$ -	\$ 3,770,050	\$ 3,770,050	RARF	\$ 2,639,035	Amend. Add new line item. Project consolidated and advanced.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Gilbert	2011	2016	GLB11-109CZ	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 5,011,648	\$ 5,011,648	RARF	\$ 3,508,153	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2011	2017	GLB11-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 5,051,119	\$ 5,051,119	RARF	\$ 3,535,783	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2011	2015	GLB11-109ADZ	Ray Rd: Val Vista to Power	Design roadway widening	4.0	4	6	Local	\$ -	\$ -	\$ 1,422,661	\$ 1,422,661	RARF	\$ 995,862	Amend. Add new line item to the TIP. Project consolidated and advanced.
Gilbert	2011	2016	GLB11-109RWZ	Ray Rd: Val Vista to Power	Acquire right-of-way for roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 1,441,619	\$ 1,441,619	RARF	\$ 1,009,133	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2012	2023	GLB12-109CZ2	Ray Rd: Val Vista to Power	Construct roadway widening	4.0	4	6	Bonds	\$ -	\$ -	\$ 2,895,195	\$ 2,895,195	RARF	\$ 2,026,636	Amend. Add new line item. Project consolidated and advanced.
Gilbert	2014	2021	GLB12-818D	Warner Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 476,444	\$ 476,444	RARF	\$ 333,510	Admin Mod. Deferred from 2013 to 2014. Decreased project costs.
Gilbert	2015	2021	GLB13-008RWZ	Warner Rd at Greenfield Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,464,770	\$ 1,464,770	RARF	\$ 1,025,034	Admin Mod. Deferred from 2014 to 2015. Increased project costs.
Gilbert	2015	2021	GLB14-008CZ	Warner Rd at Greenfield Rd	Construct intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred from 2015 to 2016.
Maricopa County	2013	2013	MMA09-815	Dobson Road Bridge over the Salt River	Design roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 1,346,640	\$ 1,346,640	RARF	\$ -	Admin Adj. Decreased project cost.
Maricopa County	2014	2015	MMA14-101RWZ	Dobson Road Bridge over the Salt River	Advance acquisition of right of way for roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 10,981,004	\$ 10,981,004	STP-MAG	\$ 7,686,703	Admin Mod. Increased project costs.
Maricopa County	2014	2016	MMA14-101RWZ 2	Dobson Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 7,219,472	\$ 7,219,472	STP-MAG	\$ 5,053,294	Admin Mod. Decreased project cost.
Maricopa County	2015	2017	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	1.6	0	6	HURF	\$ -	\$ -	\$ 23,989,773	\$ 23,989,773	STP-MAG	\$ 5,892,406	Admin Mod. Cost increased for inflation.
Maricopa County	2015		MMA14-101RWZ (Reimbursement)	Dobson Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -			Amend. Delete from the TIP. Duplicate entry
Maricopa County	2011	2015	MMA11-116DZ	El Mirage Rd: Bell Road to Picerne Drive	Design roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ -	Amend. New project.
Maricopa County	2011	2015	MMA11-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	Amend. New project.
Maricopa County	2012	2015	MMA12-116DZ	El Mirage Rd: Bell Road to Picerne Drive	Design roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ -	Amend. New project.

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Maricopa County	2012	2015	MMA12-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	Amend. New project.
Maricopa County	2013	2015	MMA13-116RWZ	El Mirage Rd: Bell Road to Picerne Drive	Advance acquisition of right of way for roadway widening	0.5	4	10	HURF	\$ -	\$ -	\$ 838,268	\$ 838,268	RARF	\$ -	Amend. New project.
Maricopa County	2013	2015	MMA13-116CZ	El Mirage Rd: Bell Road to Picerne Drive	Advance construction of roadway widening	0.5	4	10	Local	\$ -	\$ -	\$ 1,634,623	\$ 1,634,623	RARF	\$ -	Amend. New project.
Maricopa County	2014	2015	MMA14-116CZ	El Mirage Rd: Bell Road to Picerne Drive	Advance construction of roadway widening	0.5	4	10	Local	\$ -	\$ -	\$ 1,634,623	\$ 1,634,623	RARF	\$ -	Amend. New project.
Maricopa County	2013	2014	MMA13-114RWZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Acquire right-of-way for roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 2,953,350	\$ 2,953,350	RARF	\$ 2,067,345	Amend. New project.
Maricopa County	2014	2015	MMA14-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 5,563,413	\$ 5,563,413	RARF	\$ 3,894,389	Amend. New project.
Maricopa County	2015	2016	MMA15-114CZ	El Mirage Rd: Northern Avenue to Peoria Avenue	Construct roadway widening	2.0	2	6	HURF	\$ -	\$ -	\$ 5,563,413	\$ 5,563,413	RARF	\$ 3,894,389	Amend. New project.
Maricopa County	2011	2011	MMA10-616	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2012	2012	MMA12-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2012	2013	MMA13-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2013	2013	MMA12-102RWZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right-of-way for roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2014	2014	MMA11-822	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right-of-way for roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2015	2015	MMA15-102CZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Construct roadway widening	2.0	2	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Maricopa County	2011	2013	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	Local	\$ -	\$ -	\$ 2,390,278	\$ 2,390,278	STP-MAG	\$ 1,673,195	Amend. Decreased project costs.
Maricopa County	2011	2014	MMA11-103RWZ	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	Local	\$ -	\$ -	\$ 3,083,773	\$ 3,083,773	STP-MAG	\$ 2,057,110	Admin Mod. Cost increase from inflation.
Maricopa County	2013	---	MMA11-103DZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103RWZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2013	---	MMA11-103DZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2013	---	MMA11-103RWZ (Reimbursement)	Gilbert Road Bridge over the Salt River	Acquire right-of-way for roadway widening	1.6	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2015	2015	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.6	4	6	STP-MAG	\$ 10,274,443	\$ -	\$ 23,487,927	\$ 33,762,369	STP-MAG	\$ 10,274,443	Amend. Cost increase from inflation.
Maricopa County	2014	2016	MMA13-105DZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ 751,353	\$ 751,353	STP-MAG	\$ 525,947	Amend. Deferred from 2013 to 2014. Cost increase for inflation.
Maricopa County	2014	---	MMA13-105DZ (Reimbursement)	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete item from TIP. Duplicate entry.
Maricopa County	2014	2016	MMA14-105RWZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquire right-of-way for roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ 1,143,116	\$ 1,143,116	STP-MAG	\$ 800,181	Admin Mod. Decreased project costs.
Maricopa County	2015	---	MMA14-105RWZ (Reimbursement)	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquire right-of-way for roadway widening	2.0	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete from the TIP. Duplicate entry
Maricopa County	2015	2016	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ 14,920,627	\$ 14,920,627	STP-MAG	\$ 7,289,914	Admin. Adj. Cost increase for inflation.
Maricopa County	2015	2016	MMA15-105RZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred to 2017.
Maricopa County	2015	2017	MMA15-105RZ2	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP. Deferred to 2026.
Maricopa County	2015	2018	MMA15-105RZ3	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP.
Maricopa County	2015	2015	MMA15-104RWZ	McKellips Road Bridge over the Salt River	Acquire right-of-way for roadway widening	0.8	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Deleted project from TIP. Deferred from 2015 to 2027.
Maricopa County	2012	2016	MMA14-111DZ	Northern Parkway: Agua Fria Bridge	Advance design roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ 614,143	\$ 614,143	STP-MAG	\$ 429,900	Admin Mod. Increased project cost.
Maricopa County	2015	2017	MMA15-111CZ	Northern Parkway: Agua Fria Bridge	Advance Construct roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ 7,676,790	\$ 7,676,790	STP-MAG	\$ 5,373,753	Admin Mod. Increased project cost.
Maricopa County	2012	2016	MMA11-922	Northern Parkway: Dysart to 111th	Advance Acquisition of right-of-way for roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 1,832,627	\$ 1,832,627	STP-MAG	\$ 1,282,839	Admin Mod. Increased project costs.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2012	2016	MMA11-923	Northern Parkway: Dysart to 111th	Advance design roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 1,210,223	\$ 1,210,223	STP-MAG	\$ 847,156	Admin Mod. Increase project cost.
Maricopa County	2013	2016	MMA13-102	Northern Parkway: Dysart to 111th	Advance Acquisition of right-of-way for roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 5,497,880	\$ 5,497,880	STP-MAG	\$ 3,848,516	Admin Mod. Increased project costs.
Maricopa County	2013	2016	MMA14-113CX	Northern Parkway: Dysart to 111th	Advance Construct roadway widening - repayment of STP-MAG in 2016	2.5	2	4	Local	\$ -	\$ -	\$ 7,563,897	\$ 7,563,897	STP-MAG	\$ 5,294,728	Admin Mod. Advanced from 2014 to 2013. Increased project cost.
Maricopa County	2014	2017	MMA15-113CX	Northern Parkway: Dysart to 111th	Advance Construct roadway widening - repayment of STP-MAG in 2017	2.5	2	4	Local	\$ -	\$ -	\$ 7,563,897	\$ 7,563,897	STP-MAG	\$ 5,294,728	Admin Mod. Decreased project cost.
Maricopa County	2012	2016	MMA14-110DZ	Northern Parkway: Litchfield Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 1,172,064	\$ 1,172,064	STP-MAG	\$ 820,445	Admin Mod. Increased project costs.
Maricopa County	2014	2017	MMA14-104	Northern Parkway: Litchfield Overpass	Advance construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 5,270,631	\$ 5,270,631	STP-MAG	\$ 3,689,442	Admin Mod. Increased project costs.
Maricopa County	2015	2017	MMA15-110CZ	Northern Parkway: Litchfield Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 5,270,631	\$ 5,270,631	STP-MAG	\$ 3,689,442	Admin Mod. Decreased project cost.
Maricopa County	2014	2016	MMA14-106	Northern Parkway: Northern Avenue at L101	Advance Acquisition of right of way for roadway widening - repayment of STP-MAG in 2016	0.5	4	6	Local	\$ -	\$ -	\$ 3,342,440	\$ 3,342,440	STP-MAG	\$ 2,339,708	Admin Mod. Decreased project cost.
Maricopa County	2014	2016	MMA14-112DZ	Northern Parkway: Northern Avenue at L101	Advance Design intersection improvement - repayment of STP-MAG in 2016	0.5	4	6	HURF	\$ -	\$ -	\$ 572,371	\$ 572,371	STP-MAG	\$ 400,660	Admin Mod. Increased project costs.
Maricopa County	2015	2016	MMA15-112CZ2	Northern Parkway: Northern Avenue at L101	Advance Construct intersection improvement - repayment of STP-MAG in 2016	0.5	4	6	HURF	\$ -	\$ -	\$ 5,005,891	\$ 5,005,891	STP-MAG	\$ 3,504,124	Amend. Add new line item to the TIP.
Maricopa County	2015	2017	MMA15-112CZ	Northern Parkway: Northern Avenue at L101	Advance Construct intersection improvement - repayment of STP-MAG in 2017	0.5	4	6	HURF	\$ -	\$ -	\$ 2,148,749	\$ 2,148,749	STP-MAG	\$ 1,504,124	Admin Mod. Decreased project cost. Changed fund type.
Maricopa County	2012	2016	MMA12-925	Northern Parkway: Reems Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 1,040,582	\$ 1,040,582	STP-MAG	\$ 728,407	Admin Mod. Increased project cost.
Maricopa County	2013	2016	MMA13-008CZ	Northern Parkway: Reems Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 4,704,730	\$ 4,704,730	STP-MAG	\$ 3,293,311	Admin Mod. Increased project cost. Work to occur in 2013/2014.
Maricopa County	2014	2017	MMA14-008CZ	Northern Parkway: Reems Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2017	0.1	0	4	HURF	\$ -	\$ -	\$ 4,704,730	\$ 4,704,730	STP-MAG	\$ 3,293,311	Amend. Add new line item.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Maricopa County	2011	---	MMA11-102	Northern Parkway: Sarival Overpass	Advance Design roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Amend. Delete project work phase from the TIP. Design done as part of another project.
Maricopa County	2012	2016	MMA12-928	Northern Parkway: Sarival Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 3,576,152	\$ 3,576,152	STP-MAG	\$ 2,503,307	Admin Mod. Increased project costs.
Maricopa County	2013	2016	MMA15-109CZ	Northern Parkway: Sarival Overpass	Advance Construct roadway widening - repayment of STP-MAG in 2016	0.1	0	4	HURF	\$ -	\$ -	\$ 966,670	\$ 966,670	STP-MAG	\$ 676,669	Admin Mod. Increased project costs.
Maricopa County	2013	---	MMA11-927	Northern Parkway: Sarival Overpass	Design roadway widening	0.1	0	4	HURF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Amend. Delete project work phase from the TIP. Design done as part of another project.
Mesa	2015	2016	MES15-126DZ	Baseline Rd: Ellsworth to Meridian Rd	Advance design of roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	Amend. New Project.
Mesa	2014	2016	MES14-101DZ	Baseline Rd: Power Rd to Ellsworth Rd	Advance design of roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 1,306,701	\$ 1,306,701	STP-MAG	\$ 914,383	Admin Adj. Cost change for inflation. Change fund type.
Mesa	2015	2016	MES15-101RWZ	Baseline Rd: Power Rd to Ellsworth Rd	Advance acquisition of right of way for roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ 3,919,049	\$ 3,919,049	STP-MAG	\$ 2,743,148	Admin Adj. Cost change for inflation. Change fund type.
Mesa	2013	2013	MES100-06D	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2014	MES114-102DZ	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2014	2014	MES100-07RW	Broadway Rd: Dobson Rd to Country Club Dr	Acquire right-of-way for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES15-102CZ	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2013	2019	MES13-002DZ	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2019	MES14-002DZ2	Country Club Dr at University Dr	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2014	2019	MES300-08ARW	Country Club Dr at University Dr	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2019	MES15-103CZ	Country Club Dr at University Dr	Construct intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2014	2026	MES14-105DZ	Crismon Rd: Broadway to Guadalupe	Design roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2027.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2015	2026	MES15-105RWZ	Crismon Rd: Broadway to Guadalupe	Acquire right-of-way for roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2028.
Mesa	2015	2016	MES15-127DZ	Crismon Rd: Ray Rd to Germann Rd	Advance design of roadway widening	3.0	0	6	Local	\$ -	\$ -	\$ 1,738,755	\$ 1,738,755	STP-MAG	\$ 1,217,165	Amend. New project.
Mesa	2011	2020	MES310-11AC	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from TIP.
Mesa	2011	TBD	MES11-107DZ	Dobson Rd at University Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 217,539	\$ 217,539	RARF	\$ 151,177	Amend. Add new line item to the TIP.
Mesa	2011	TBD	MES310-10ARW	Dobson Rd at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 2,057,109	\$ 2,057,109	RARF	\$ 1,439,976	Amend. Add new line item to the TIP.
Mesa	2013	2015	MES13-108PZ	Greenfield Rd: Southern Ave to University Dr	Pre-Design roadway widening	3.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete line item from TIP. Deferred from 2013 to 2025.
Mesa	2015	2017	MES15-110DZ	Guadalupe Rd: Hawes Rd to Crismon Rd	Design roadway widening	2.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2016.
Mesa	2015	2018	MES15-124DZ	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Design intersection improvement	0.0	0	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2018.
Mesa	2015	2015	MES470-10AD	Lindsay Rd at Brown Rd	Design intersection improvement	0.5	4	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2025.
Mesa	2015	2016	MES15-114DZ	Meridian Rd: Baseline Rd to Ray	Advance design of roadway widening	4.0	0	6	Local	\$ -	\$ -	\$ 1,206,591	\$ 1,206,591	STP-MAG	\$ 844,614	Amend. Work to occur in 2015/2016. Costs split between years and adjusted for inflation.
Mesa	2010	2015	MES09-911PZZ	Mesa Dr at Broadway Rd	Pre-design intersection improvements	1.0	4	6	Local	\$ -	\$ -	\$ 83,976	\$ 83,976	RARF	\$ 58,783	Amend. Cost adjustment for inflation.
Mesa	2013	2015	MES151-09D	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 478,819	\$ 478,819	RARF	\$ 335,173	Admin Mod. Cost increase from inflation.
Mesa	2014	2015	MES151-09DZ2	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 478,819	\$ 478,819	RARF	\$ 335,173	Admin Mod. Cost increase from inflation.
Mesa	2014	2016	MES151-10RW	Mesa Dr at Broadway Rd	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 1,324,475	\$ 1,324,475	RARF	\$ 927,132	Admin Mod. Decreased costs.
Mesa	2015	2016	MES151-10RWZ	Mesa Dr at Broadway Rd	Acquire right-of-way for intersection improvement	1.0	4	6	Local	\$ -	\$ -	\$ 1,324,475	\$ 1,324,475	RARF	\$ 927,132	Admin Mod. Decreased costs.
Mesa	2013	2015	MES150-10CZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ 9,146,700	\$ 9,146,700	RARF	\$ 6,402,690	Admin Mod. Increased project costs.
Mesa	2013	2015	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 5,379,736	\$ 5,379,736	RARF	\$ 3,765,815	Admin Mod. Cost adjustment for inflation.
Mesa	2013	2013	MES188-11D	Southern Ave at Higley Rd	Pre-Design/Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2014	MES188-12RW	Southern Ave at Higley Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.

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Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2015	2015	MES14-120CZ	Southern Ave at Higley Rd	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2013	2015	MES186-09D	Southern Ave at Lindsay Rd	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Mesa	2014	2015	MES14-119RWZ	Southern Ave at Lindsay Rd	Acquire right-of-way for intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Mesa	2015	2015	MES15-119CZ	Southern Ave at Lindsay Rd	Construct intersection improvement	0.5	4	6	CMAQ	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Mesa	2007	2012	MES12-118RZ	Southern Ave at Stapley Dr	Reimbursement for advance pre-design of intersection improvements	0.5	4	6	Local	\$ -	\$ 121,756	\$ -	\$ 121,756	RARF	\$ 121,756	Amend. Add new line item.
Mesa	2011	2012	MES11-016DZ3	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 1,954,690	\$ 1,954,690	RARF	\$ 1,368,283	Admin Mod. Increased project costs.
Mesa	2013	2014	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 6,391,214	\$ 6,391,214	RARF	\$ 4,473,850	Admin Mod. Decreased project costs.
Mesa	2013	2015	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 6,391,214	\$ 6,391,214	RARF	\$ 4,473,850	Admin Mod. Decreased project costs.
Mesa	2013	2016	MES490-09AD	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 712,141	\$ 712,141	STP-MAG	\$ 498,499	Amend. Change project description and fund type.
Mesa	2014	2016	MES490-09ADZ	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ -	Amend. Delete line item from the TIP.
Mesa	2014	2016	MES490-10ARW	Stapley Dr at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,180,936	\$ 1,180,936	STP-MAG	\$ 826,655	Admin Mod. Increased project costs.
Mesa	2014	2016	MES14-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 4,023,686	\$ 4,023,686	STP-MAG	\$ 2,816,580	Amend. Add new line item to the TIP. Work to start in 2014 and continue in 2015.
Mesa	2015	2016	MES490-10ARWZ	Stapley Dr at University Dr	Acquire right-of-way for intersection improvement	0.5	4	6	Bonds	\$ -	\$ -	\$ 1,180,936	\$ 1,180,936	STP-MAG	\$ 826,655	Admin Mod. Increased project costs.
Mesa	2015	2016	MES13-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	\$ -	\$ -	\$ 4,023,686	\$ 4,023,686	STP-MAG	\$ 2,816,580	Admin Mod. Increased project costs. Work to start in 2014.
Mesa	2013	2021	MES310-10AD	Val Vista Dr: Baseline Rd to Southern Ave	Design roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Mesa	2013	2021	MES310-11ARW	Val Vista Dr: Baseline Rd to Southern Ave	Acquire right-of-way for roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Mesa	2014	2021	MES310-11ARWZ 2	Val Vista Dr: Baseline Rd to Southern Ave	Acquire right-of-way for roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2019.
Mesa	2014	2021	MES13-122CZ	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2019.

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Peoria	2011	2012	PEO11-104RWZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Acquire right-of-way for intersection improvement	0.2	4	6	Local	\$ -	\$ -	\$ 14,800	\$ 14,800	RARF	\$ -	Admin. Adj. Decreased project costs.
Peoria	2012	2012	PEO12-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	RARF	\$ -	\$ 1,160,318	\$ 541,906	\$ 1,702,225	RARF	\$ 1,160,318	Admin Mod. Decreased project cost for FY 2012. Work to continue into 2013.
Peoria	2013	2013	PEO13-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	Local	\$ -	\$ -	\$ 5,117,570	\$ 5,117,570	RARF	\$ -	Amend. Add new line item.
Peoria	2013	2021	PEO12-103CZ	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	1.0	2	4	Local	\$ -	\$ -	\$ 4,503,711	\$ 4,503,711	RARF	\$ 2,593,358	Amend. Increased project costs. Work initiated in 2012.
Peoria	2011	2024	PEO11-101RWZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Acquire right-of-way for roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend: Delete line item. Work to occur in 2012.
Peoria	2012	2026	PEO11-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Duplicate line item. Delete from the TIP.
Peoria	2012	2012	PEO10-101DZ (Reimbursement)	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete duplicate TIP entry.
Peoria	2012	2012	PEO10-101DZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Design roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 1,601,804	\$ 1,601,804	RARF	\$ 959,310	Admin. Adj. Decreased project costs. Changed fund type.
Peoria	2013	2025	PEO12-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 4,185,759	\$ 4,185,759	RARF	\$ 2,930,032	Admin Mod. Deferred from 2011 to 2013.
Peoria	2014	TBD	PEO12-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	\$ -	\$ -	\$ 15,877,500	\$ 15,877,500	RARF	\$ 11,114,250	Admin Mod. Deferred from 2012 to 2014.
Phoenix	2012	2012	PHX12-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 14,453,198	\$ -	\$ 6,969,396	\$ 21,422,594	STP-MAG	\$ 14,453,198	Admin Mod. Increased project costs.
Phoenix	2012		PHX11-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete line item from TIP.
Phoenix	2013	2013	PHX13-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 9,376,651	\$ -	\$ 4,018,565	\$ 13,395,215	STP-MAG	\$ 9,376,651	Admin Mod. Increased project costs.
Phoenix	2013		PHX13-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 8,735,423	\$ -	\$ 4,518,921	\$ 13,254,344	STP-MAG	\$ 8,735,423	Admin Mod. Increased project costs.
Phoenix	2014	2015	PHX14-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 7,751,290	\$ -	\$ 3,321,981	\$ 11,073,271	STP-MAG	\$ 7,751,290	Admin Mod. Increased project costs.
Phoenix	2015	2014	PHX15-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 4,376,651	\$ -	\$ 1,875,808	\$ 6,252,459	STP-MAG	\$ 4,376,651	Admin Mod. Decreased project costs.
Phoenix	2011	2011	PHX100-06D	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2.0	0	6	STP-MAG	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ -	Amend. Delete duplicate TIP entry.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Phoenix	2012	2012	PHX100-60D2	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2.0	0	6	STP-MAG	\$ 1,287,935	\$ -	\$ 551,972	\$ 1,839,907	STP-MAG	\$ 1,287,935	Admin Mod. Increased project cost.
Phoenix	2013	2013	PHX100-12C	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	0	6	STP-MAG	\$ 8,921,528	\$ -	\$ 3,823,512	\$ 12,745,039	STP-MAG	\$ 8,921,528	Admin Mod. Increased project costs.
Phoenix	2014	2014	PHX13-102CZ	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2.0	0	6	STP-MAG	\$ 8,505,049	\$ -	\$ 3,645,021	\$ 12,150,070	STP-MAG	\$ 8,505,049	Admin Mod. Decreased project costs.
Phoenix	2011	2012	PHX11-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 19,916,586	\$ 19,916,586	RARF	\$ 13,941,610	Admin Mod. Cost increase from inflation. Additional work to occur in 2013/2014
Phoenix	2011	2012	PHX10-103DZ	Sonoran Blvd: 15th Avenue to Cave Creek	Design roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 2,524,863	\$ 2,524,863	RARF	\$ 711,116	Admin. Adj. Cost increase for inflation.
Phoenix	2012	2013	PHX12-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 7,385,859	\$ 7,385,859	RARF	\$ 5,170,102	Admin Mod. Cost increase from inflation. Additional work to occur in 2014
Phoenix	2013	2014	PHX13-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	\$ -	\$ -	\$ 13,192,212	\$ 13,192,212	RARF	\$ 9,193,788	Admin Mod. Cost increase from inflation.
Scottsdale	2014	2016	SCT14-101DZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Design roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2014 to 2023.
Scottsdale	2015	2016	SCT15-101RWZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Acquire right-of-way for roadway widening	2.0	2	4	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2015 to 2024.
Scottsdale	2013	2013	SCT13-123RWZ	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Acquire right-of-way for intersection improvement	0.5	4	6	RARF	\$ -	\$ 70,415	\$ 30,178	\$ 100,592	RARF	\$ 70,415	Amend. Add new line item to the TIP.
Scottsdale	2014	2014	SCT14-123CZ	Frank Lloyd Wright at 76th/78th/82nd St: Intersection Improvements	Construct intersection improvement	0.5	4	6	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	Amend. Add new line item to the TIP.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Sales Tax	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Admin Mod. Increased project costs.
Scottsdale	2014	2015	SCT14-106RWZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Acquire right-of-way for roadway widening	0.8	0	2	Sales Tax	\$ -	\$ -	\$ 2,011,843	\$ 2,011,843	RARF	\$ 1,408,290	Admin Mod. Increased project costs.
Scottsdale	2015	2015	SCT15-106CZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.8	0	2	RARF	\$ -	\$ 5,633,161	\$ 2,414,212	\$ 8,047,373	RARF	\$ 5,633,161	Admin Mod. Increased project costs.
Scottsdale	2013	2016	SCT13-103DZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	6	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Deferred from 2013 to 2018.
Scottsdale	2014	2016	SCT14-103CZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	Local	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete item from TIP. Deferred from 2014 to 2019.
Scottsdale	2014	2016	SCT14-102PZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Pre-Design roadway widening	1.0	0	2	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2014 to 2027.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Scottsdale	2015	2016	SCT15-102CZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2015 to 2028.
Scottsdale	2015	2016	SCT15-102DZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Design roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2015 to 2027.
Scottsdale	2015	2016	SCT15-102RWZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Acquire right-of-way for roadway widening	1.0	0	2		\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from TIP. Deferred from 2015 to 2028.
Scottsdale	2013	2013	SCT13-124DZ	Loop 101 South Frontage Roads	Design roadway widening	0.8	0	4	RARF		\$ 352,073	\$ 150,888	\$ 502,961	RARF	\$ 352,073	Amend. Add new project to the TIP.
Scottsdale	2014	2014	SCT14-124RWZ	Loop 101 South Frontage Roads	Acquire right-of-way for roadway widening	0.8	0	4	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	Amend. Add new project to the TIP.
Scottsdale	2014	2015	SCT14-124CZ	Loop 101 South Frontage Roads	Construct roadway widening	0.8	0	4	Sales Tax	\$ -	\$ -	\$ 2,851,285	\$ 2,851,285	RARF	\$ 1,995,899	Amend. Add new project to the TIP.
Scottsdale	2011	2012	SCT13-105DZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	Admin Mod. Project description change. Increased project costs
Scottsdale	2012	2013	SCT14-105RWZ 2	Northsight Blvd: Hayden to Frank Lloyd Wright	Acquire right-of-way for roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 1,760,363	\$ -	\$ 1,760,363	RARF	\$ 1,760,363	Amend. Add new line item to the TIP.
Scottsdale	2013	2014	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	Sales Tax	\$ -	\$ 4,023,686	\$ 1,724,437	\$ 5,748,123	RARF	\$ 4,023,686	Amend. Add new line item to the TIP.
Scottsdale	2013	2012	SCT13-114DZ	Pima Rd: Chaparral Rd to Thomas Rd	Design roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2013	2013	SCT13-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2018.
Scottsdale	2014	2014	SCT14-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Scottsdale	2011	2013	SCT11-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2011 to 2016.
Scottsdale	2012	2014	SCT12-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Scottsdale	2015	2016	SCT11-112DZ	Pima Rd: Krail to Chaparral Rd	Design roadway widening	1.8	2	4	Sales Tax	\$ -	\$ -	\$ 1,324,377	\$ 1,324,377	RARF	\$ 756,203	Admin Mod. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2011	2014	SCT11-111DZ	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	1.0	2	4	Sales Tax	\$ -	\$ -	\$ 350,364	\$ 350,364	RARF	\$ 245,255	Admin Mod. Decreased project cost.
Scottsdale	2013	2014	SCT12-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Sales Tax	\$ -	\$ -	\$ 3,995,612	\$ 3,995,612	RARF	\$ 2,794,885	Admin Mod. Deferred from 2012 to 2013. Increased project costs.
Scottsdale	2010	2012	SCT10-110DZ	Pima Rd: Via De Ventura to Krail	Design roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 861,312	\$ 861,312	RARF	\$ 602,918	Amend. Project cost increased. Work occurred in 2010.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Scottsdale	2010	2012	SCT10-110RWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 4,935,756	\$ 4,935,756	RARF	\$ 3,454,007	Amend. Increased project costs.
Scottsdale	2011	2013	SCT11-110CWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,467,878	\$ 2,467,878	RARF	\$ 1,727,003	Amend. Increased project costs.
Scottsdale	2012	2013	SCT12-110CZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,467,878	\$ 2,467,878	RARF	\$ 1,727,003	Amend. Add new line item. Work to continue into 2012.
Scottsdale	2013	2015	SCT13-113CZ	Pima Rd: Via Linda to Via De Ventura	Construct roadway widening	1.3	2	4	Sales Tax	\$ -	\$ -	\$ 2,166,419	\$ 2,166,419	RARF	\$ 1,236,494	Admin. Adj. Cost increase for inflation.
Scottsdale	2012	2014	SCT200-06ARW	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Acquire right-of-way for roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ 1,345,499	Amend. Delete project from the TIP. Deferred from 2012 to 2016.
Scottsdale	2013	2015	SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2013	2014	SCT13-007CZ	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2015	2016	SCT200-06AD	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Design roadway widening	1.0	4	6	Sales Tax	\$ -	\$ -	\$ 1,922,140	\$ 1,922,140	RARF	\$ 1,345,499	Amend. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2014	2014	SCT14-118DZ	Raintree Drive: Loop 101 to Hayden	Pre-Design/Design roadway widening	1.0	4	6	RARF	\$ -	\$ 704,145	\$ 301,776	\$ 1,005,922	RARF	\$ 704,145	Amend. Add new project to the TIP.
Scottsdale	2015	2015	SCT15-118RWZ	Raintree Drive: Loop 101 to Hayden	Acquire right-of-way for roadway widening	1.0	4	6	RARF	\$ -	\$ 3,520,874	\$ 1,508,733	\$ 5,029,608	RARF	\$ 3,520,874	Amend. Add new project to the TIP.
Scottsdale	2013	2015	SCT13-122DZ	Raintree Extension: Hayden to Redfield	Pre-Design/Design roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 1,508,882	\$ 1,508,882	RARF	\$ 1,056,218	Amend. Add new project to the TIP.
Scottsdale	2013	2016	SCT13-122RWZ	Raintree Extension: Hayden to Redfield	Acquire right-of-way for roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 2,514,804	\$ 2,514,804	RARF	\$ 1,760,363	Amend. Add new project to the TIP.
Scottsdale	2013	2016	SCT13-122CZ	Raintree Extension: Hayden to Redfield	Construct roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 6,035,529	\$ 6,035,529	RARF	\$ 4,224,871	Amend. Add new project to the TIP.
Scottsdale	2014	2016	SCT14-122RWZ	Raintree Extension: Hayden to Redfield	Acquire right-of-way for roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 2,514,804	\$ 2,514,804	RARF	\$ 1,760,363	Amend. Add new project to the TIP.
Scottsdale	2014	2016	SCT14-122CZ	Raintree Extension: Hayden to Redfield	Construct roadway widening	0.3	0	4	Sales Tax	\$ -	\$ -	\$ 6,035,529	\$ 6,035,529	RARF	\$ 4,224,871	Amend. Add new project to the TIP.
Scottsdale	2013	2013	SCT13-104DZ	Raintree -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2016.
Scottsdale	2014	2014	SCT14-104CZ	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2017.
Scottsdale	2013	2015	SCT14-107DZ	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ 502,961	\$ 502,961	RARF	\$ 352,073	Admin Mod. Advanced from 2014 to 2013. Increased project cost.

TABLE A: Arterial Life Cycle Program (ALCP) Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Scottsdale	2014	2015	SCT15-107CZ	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ 5,029,608	\$ 5,029,608	RARF	\$ 3,520,725	Admin Mod. Advanced from 2015 to 2014. Increased project cost.
Scottsdale	2015	2016	SCT15-107CZ2	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete line item from the TIP.
Scottsdale	2013	2013	SCT13-109DZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Design roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2013 to 2017.
Scottsdale	2014	2014	SCT14-109RWZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Acquire right-of-way for roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2014 to 2018.
Scottsdale	2015	2015	SCT15-109CZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP. Deferred from 2015 to 2019.
Scottsdale	2010	2012	SCT10-014PDZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 282,749	\$ 282,749	RARF	\$ 197,924	Admin. Adj. Decreased project costs.
Scottsdale	2011	2012	SCT11-014DZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 785,275	\$ 785,275	RARF	\$ 515,780	Admin. Adj. Decreased project costs.
Scottsdale	2013	2014	SCT12-014CZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	Sales Tax	\$ -	\$ -	\$ 11,368,746	\$ 11,368,746	RARF	\$ 3,814,225	Admin Mod. Deferred from 2012 to 2013.
Scottsdale	2011	2012	SCT11-014CZ	Shea at 120/124th Streets	Acquire right-of-way for intersection improvement	0.4	6	6	RARF	\$ -	\$ -	\$ 42,152	\$ 42,152	RARF	\$ 29,506	Amend. Increased project costs.
Scottsdale	2011	2012	SCT08-930	Shea at 120/124th Streets	Construct intersection improvement	0.4	6	6	RARF	\$ -	\$ -	\$ 910,232	\$ 910,232	RARF	\$ 637,162	Amend. Increased project costs.
Scottsdale	2015	2025	SCT08-936	Shea Blvd - 96th St to 144th St ITS Improvements	Design ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ 632,275	\$ 632,275	RARF	\$ 442,592	Amend. Deferred from 2011 to 2015. Cost increase from inflation.
Scottsdale	2012	2025	SCT09-937	Shea Blvd - 96th St to 144th St ITS Improvements	Acquire right-of-way for ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete from the TIP. Deferred from 2012 to 2016.
Scottsdale	2012	2025	SCT10-938	Shea Blvd - 96th St to 144th St ITS Improvements	Construct ITS improvement	6.3	6	6	Sales Tax	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete from the TIP. Deferred from 2012 to 2016.
Scottsdale	2011	2014	SCT11-120DZ	Shea Blvd at 125th Street	Design intersection improvement	0.3	6	6	Local	\$ -	\$ -	\$ 125,740	\$ 125,740	RARF	\$ 88,018	Amend. Add project to the TIP. Work conducted in 2011.
Scottsdale	2013	2013	SCT13-108DZ	Thunderbird-Raintree Loop	Pre-Design/Design roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Scottsdale	2014	2014	SCT14-108RWZ	Thunderbird-Raintree Loop	Acquire right-of-way for roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.
Scottsdale	2015	2015	SCT15-108RWZ	Thunderbird-Raintree Loop	Acquire right-of-way for roadway widening	0.3	0	4	RARF	\$ -	\$ -	\$ -	\$ -	RARF	\$ -	Amend. Delete project from the TIP.

NOTE: Reimbursement Years listed as 'TBD' are unfunded reimbursements due to a deficit of program funds in the ALCP. The programmed reimbursements are contingent on the availability of program funds.

TABLE B: Arterial Life Cycle Program (ALCP) Project Changes to the Regional Transportation Plan 2010 Update

Agency	RTP ID	Location	Work	Miles	Lanes Before	Lanes After	Previous Year	Revised Year
Chandler	ACI-GIL-10-03-E	Gilbert Rd: Chandler Heights Rd to Riggs Rd	Construct roadway widening	1.0	2	4	2013	2017
Chandler	ACI-GIL-10-03-F	Gilbert Rd: Riggs Rd to Hunt Hwy	Construct roadway widening	1.0	2	4	2013	2019
Maricopa County	ACI-MCK-30-03	McKellips Road Bridge over the Salt River	Construct roadway widening	0.8	4	6	2016	2027
Maricopa County	ACI-NOR-20-03-F	Northern Parkway: 107th to 99th	Construct roadway widening	1.0	4	6	2025	2024
Maricopa County	ACI-ELM-30-03	El Mirage Rd: Thunderbird to Northern Ave.	Construct roadway widening	4.0	2	6	2017/2018	2014 & 2015
Maricopa County	ACI-ELM-20-03	El Mirage Rd: Thunderbird to Bell	Construct roadway widening	4.0	2	6	2017/2018	2014 & 2015
Mesa	ACI-BDW-10-03	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	2015	2019
Mesa	ACI-CRS-10-03-A	Crismon Rd: Broadway to Guadalupe	Construct roadway widening	3.0	4	6	2016	2029
Mesa	ACI-ELT-10-03-A	Elliot Rd: Power Rd to Ellsworth	Construct roadway widening	3.0	2	6	2023	2027
Mesa	ACI-GRN-20-03-B	Greenfield Rd: Southern Ave to University Dr	Construct roadway widening	3.0	4	6	2019	2028
Mesa	ACI-HWS-10-03-C	Hawes Rd: Elliot to Santan	Construct roadway widening	1.3	2	6	2024	2026
Mesa	ACI-MCK-10-03-B	McKellips Rd: Crismon Rd to Meridian Rd	Construct roadway widening	0.0	0	4	2018	2027
Mesa	ACI-SGB-10-03-B	Signal Butte Rd: Elliot to Pecos	Construct roadway widening	4.0	0	6	2024	2025/2026
Mesa	ACI-THM-10-03	Thomas Rd: Gilbert Rd to Val Vista Dr	Construct roadway widening	2.0	0	4	2026	2020
Mesa	ACI-VAL-10-03-B	Val Vista Dr: Southern Ave to University Dr	Construct roadway widening	2.0	4	6	2018	2026
Mesa	ACI-VAL-10-03-A	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	2018	2026
Phoenix	ACI-HPV-20-03-C	Happy Valley: 43rd Ave to 55th Ave	Construct roadway widening	1.5	6	6	2018	2029
Phoenix	ACI-HPV-20-03-D	Happy Valley Rd: 55th Ave to 67th Ave	Construct roadway widening	1.5	3	6	2018	2029

TABLE B: Arterial Life Cycle Program (ALCP) Project Changes to the Regional Transportation Plan 2010 Update

Agency	RTP ID	Location	Work	Miles	Lanes Before	Lanes After	Previous Year	Revised Year
Scottsdale	ACI-CFR-10-03	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Construct roadway widening	2.0	2	4	2016	2025/2026
Scottsdale	ACI-PMA-10-03-C	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	2013	2017
Scottsdale	ACI-SFN-10-03-B	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct roadway widening	1.0	0	2	2015	2028
Scottsdale	ACI-PMA-30-03-C	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	2011/2012	2016
Scottsdale	ACI-PMA-30-03-D	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	2013/2014	2018
Scottsdale	ACI-SAT-10-03-A	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	2014	2019
Scottsdale	ACI-SAT-10-03-B	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	4	2014	2017
Scottsdale	ACI-SAT-10-03-G	Raintree Drive: Loop 101 to Hayden	Construct roadway widening	1.0	4	6	2023	2016
Scottsdale	ACI-SCT-10-03-B	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	2015	2019
Scottsdale	ACI-UNH-10-03	Legacy Dr: Hayden Rd to 88th Street	Construct roadway widening	2.0	4	6	2021	2025/2026
Maricopa County	ACI-ELM-30-03	El Mirage Rd: Thunderbird to Northern Ave.	Construct roadway widening	4.0	2	6	2017/2018	2014 & 2015
Maricopa County	ACI-ELM-20-03	El Mirage Rd: Thunderbird to Bell	Construct roadway widening	4.0	2	6	2017/2018	2014 & 2015

January 3, 2012

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Neal Young, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro Rail
William Wiley, Maricopa County Air Quality Department
Brian Tapp, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED
AMENDMENT TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT
PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

We are providing notification of several corrections and additional projects to the information provided in the December 2, 2011 consultation memorandum, Attachment B. These corrections and additional projects are included in the attached table. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Eric Massey, Arizona Department of Environmental Quality
Scott Omer, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2011	2011	MES11-125DZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	1.0	4	6	RARF	\$ -	\$ 612,343	\$ 262,433	\$ 874,776	RARF	\$ 612,343	Admin Mod. Corrected Regional and Local Costs.
Mesa	2011	2011	MES11-125RWZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquire right-of-way for roadway widening	1.0	4	6	RARF	\$ -	\$ 217,288	\$ 93,124	\$ 310,412	RARF	\$ 217,288	Admin Mod. Corrected Regional and Local Costs.
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	RARF	\$ -		\$ 676,436	\$ 676,436	RARF	\$ 341,571	Admin Mod: Cost Increase
Mesa	2012	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	RARF	\$ -		\$ 2,622,004	\$ 2,622,004	RARF	\$ 1,793,245	Admin Mod: Cost Increase
Mesa	2013	2015	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP & CMAQ	\$ 4,699,895		\$ 229,081	\$ 4,928,976	RARF	\$ 160,357	Amend: Combine funds from MES07-315 and add HSIP funding. Project is funded with \$910,000 - CMAQ and \$3,789,895 - HSIP. Total project costs are reduced.
Mesa	2013		MES07-315	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	0.5	6	6	CMAQ	\$ 910,000		\$ 3,437,000	\$ 4,347,000			Amend: Delete Project; project is combined with MES14-117CZ
Phoenix	2013	2013	PHX13-101RWZ	Avenida Rio Salado: 51st Avenue to 7th Street	Acquire right-of-way for roadway widening	6.0	0	6	STP-MAG	\$ 8,735,423	\$ -	\$ 4,518,921	\$ 13,254,344	STP-MAG	\$ 8,735,423	Admin Mod. Increased project costs.
Phoenix	2014	2014	PHX14-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 7,751,290	\$ -	\$ 3,321,981	\$ 11,073,271	STP-MAG	\$ 7,751,290	Admin Mod. Increased project costs.
Phoenix	2015	2015	PHX15-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	6.0	0	6	STP-MAG	\$ 4,376,651	\$ -	\$ 1,875,808	\$ 6,252,459	MAG	\$ 4,376,651	Admin Mod. Decreased project costs.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 17, 2012

SUBJECT:

Conformity Consultation

SUMMARY:

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to Arizona Department of Transportation projects, the addition of new Highway Safety Improvement Program projects, and new transit projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. A description of the projects is provided in the attached interagency consultation memorandum. Comments on the conformity assessment are requested by January 20, 2012.

PUBLIC INPUT:

An opportunity for public comment was provided at the January 11, 2012 Management Committee meeting and no public comments were received.

PROS & CONS:

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

CONS: The review of the conformity assessment requires additional time in the project approval process.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Consultation.

PRIOR COMMITTEE ACTIONS:

Management Committee: This item was on the agenda of the January 11, 2012 MAG Management Committee meeting for consultation.

MEMBERS ATTENDING

- Chad Heinrich for Charlie Meyer, Tempe
- David Cavazos, Phoenix, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- * Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Spencer Isom, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghetti, Fountain Hills
- * Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Leah Hubbard for Patrick Banger, Gilbert
- Horatio Skeete for Ed Beasley, Glendale

- Paul Luizzi for John Fischbach, Goodyear
- * Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Kari Kent for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # Patrick Flynn for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- David Richert, Scottsdale
- Chris Hillman, Surprise
- Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- * Lloyce Robinson, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for David Smith, Maricopa County
- Bryan Jungwirth for Valley Metro/RPTA

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

CONTACT PERSON:

Dean Giles, Air Quality Planning Program Specialist, (602) 254-6300.

January 3, 2012

TO: Leslie Rogers, Federal Transit Administration
Karla Petty, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Henry Darwin, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Neal Young, City of Phoenix Public Transit Department
Stephen Banta, Valley Metro Rail
William Wiley, Maricopa County Air Quality Department
Brian Tapp, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT
AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION
IMPROVEMENT PROGRAM

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to Arizona Department of Transportation projects, the addition of new Highway Safety Improvement Program projects, and new transit projects. Comments on the conformity assessment are requested by January 20, 2012.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that consultation is required on the conformity assessment. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on January 19, 2011 remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies listed above and other interested parties. If you have any questions or comments, please contact me at (602) 254-6300.

Attachment

cc: Eric Massey, Arizona Department of Environmental Quality
Scott Omer, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

ATTACHMENT

CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE MODIFICATION TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule (40 CFR 93.105) requires interagency consultation when making changes to a Transportation Improvement Program (TIP) and Transportation Plan. The consultation processes are also provided in the Arizona Conformity Rule (R18-2-1405). This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

The amendment includes projects that may be categorized as exempt from conformity determinations. Types of projects considered exempt are defined in the federal transportation conformity rule at 40 CFR 93.126. The administrative modification includes minor project revisions that do not require a conformity determination. Examples of minor project revisions include schedule, funding source, and funding amount changes. The proposed amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program include the projects on the attached table. The project number, agency, and description is provided, followed by the conformity assessment.

MAG has reviewed the projects for compliance with the federal conformity rule and consultation is required on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The conformity finding of the TIP and the associated Regional Transportation Plan 2010 Update, as amended, that was made by the Federal Highway Administration and Federal Transit Administration on January 19, 2011 remains unchanged by this action.

Amendment and Administrative Modification to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT11-129	ADOT	ADOT Traffic Operation Center (TOC) Control Room	Upgrade of video wall and reconfiguration of consoles: \$943,000 in 2011 STP-AZ, and \$1,603,100 in 2012 STP-AZ	2012	n/a	n/a	n/a	STP-AZ	\$153,900	\$2,546,100		\$2,700,000	Admin Mod: Increase budget by \$1,700,000. Proposed cost is now \$2,700,000; it was previously \$1,000,000. \$943,000 in 2011 STP-AZ, and \$1,603,100 in 2012 STP-AZ	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-121	ADOT	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Construct roadway	2012	3	2	6	NHS	\$7,090,800	\$117,309,200		\$124,400,000	Admin Mod: Decrease budget by \$2,500,000. Proposed cost is now \$124,400,000; it was previously \$126,900,000.	A minor project revision is needed to decrease project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT11-122	ADOT	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Utility relocation	2011	3	2	6	RARF			\$12,300,000	\$12,300,000	Admin Mod: Increase budget by \$2,500,000. Proposed cost is now \$12,300,000; it was previously \$9,800,000.	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT10-6C29	ADOT	60 (Grand Ave): 71st Ave to McDowell Rd, Phase 1	Roadway Improvements: landscaping and beautification, signal improvements, sidewalk improvements, pavement preservation, lighting improvements and signal modifications.	2012	10	6	6	NHS		\$14,522,200	\$877,800	\$15,400,000	Admin Mod: Decrease budget by \$5,900,000. Proposed cost is now \$15,400,000; it was previously \$21,300,000. Change project name to "71st Ave to McDowell Rd, Phase 1" from "Loop 101 to McDowell Rd, Phase 1".	A minor project revision is needed to decrease project amount and change project name. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-137	ADOT	I-8: MP 96 to MP 115.7 & SR85: MP 0.5 to MP 32.5	Pavement Preservation (crack sealing)	2012	52	I-8: 4 SR85: 2	I-8: 4 SR85: 2	STP-AZ	\$91,200	\$1,508,800		\$1,600,000	Amend: Add a new pavement preservation project in FY 2012 for \$1,600,000.	The new project is considered exempt under the category "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
DOT12-138	ADOT	60 (Grand Ave);SR101L to 71st Ave, Phase 1	Roadway improvements	2012	3	6	6	NHS		\$5,940,900	\$359,100	\$6,300,000	Amend: Add a new roadway improvement project in FY 2012 for \$6,300,000.	The new project is considered exempt under the categories "Plantings, landscaping, etc." and "Pavement resurfacing and/or rehabilitation." The conformity status of the TIP and Regional Transportation plan 2010 Update would remain unchanged.
DOT13-101	ADOT	10: SR85 to Verrado, EB	Pavement Preservation	2014	7.2	8	8	IM	299,307	4,951,693		\$5,251,000	Admin Mod: Defer from 2013 to 2014	A minor project revision is needed to defer the project. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT12-130	ADOT	51: Bell Rd - SR101L (Pima)	Design FMS	2011	2.3	8	8	CMAQ	\$21,318	\$352,682		\$374,000	Admin Mod: Increase budget by \$102,000 - FY2012 CMAQ. Proposed cost is now \$374,000; it was previously \$272,000 - FY2011 CMAQ.	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT11-118	ADOT	MAG Regionwide	Evaluation of ITS in the MAG Region	2011	n/a	n/a	n/a	CMAQ	\$22,686	\$375,314		\$398,000	Admin Mod: Increase budget by \$75,000 - FY2012 CMAQ. Proposed cost is now \$398,000; it was previously \$323,000.	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
DOT11-721	ADOT	17:SR101L - SR74	Design FMS	2012	9	8	8	CMAQ	\$57,228	\$946,772		\$1,004,000	Admin Mod: Increase budget by \$104,000 - FY2012 CMAQ. Proposed cost is now \$1,004,000; it was previously \$900,000.	A minor project revision is needed to increase project amount. The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
TMP12-119	Tempe	Intersection of Broadway Rd and Priest Dr.	Construct bus pull-out, ADA sidewalk ramps, and widen east bound right turn lane.	2012	n/a	n/a	n/a	HSIP	\$ 12,309	\$ 203,637		\$215,946	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO12-110	Peoria	Intersection of Cactus Rd and 75th Avenue	Design intersection improvement.	2012	n/a	n/a	n/a	HSIP	\$ 317,773	\$ 342,397		\$ 660,170	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
PEO14-102	Peoria	Intersection of Cactus Rd and 75th Avenue	Acquisition of right-of-way for intersection improvement.	2014	n/a	n/a	n/a	HSIP	\$ 981,473	\$ 1,057,527		\$ 2,039,000	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO15-104	Peoria	Intersection of Cactus Rd and 75th Avenue	Relocate utilities, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at intersection.	2015	n/a	n/a	n/a	HSIP	\$ 3,608,553	\$ 3,888,182		\$ 7,496,735	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO12-111	Peoria	Intersection of Peoria Ave and 75th Avenue	Design intersection improvement.	2012	n/a	n/a	n/a	HSIP	\$ 38,331	\$ 634,142		\$ 672,473	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO14-103	Peoria	Intersection of Peoria Ave and 75th Avenue	Acquisition of right-of-way for intersection improvement.	2014	n/a	n/a	n/a	HSIP	\$ 27,727	\$ 458,713		\$ 486,440	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PEO15-105	Peoria	Intersection of Peoria Ave and 75th Avenue	Relocate utilities, construct/add dual left turn lanes and right turn lanes on all approaches, raised median, and upgrade bike/pedestrian facilities at intersection.	2015	n/a	n/a	n/a	HSIP	\$ 395,642	\$ 6,545,445		\$ 6,941,087	Amend: Add new safety project	The new project is considered exempt under the category "Highway Safety Improvement Program implementation." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

TRANSIT														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Activity Line Item (A.L.I.)	Year of Fund	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change	Conformity Assessment
AVN11-102T	Avondale	Avondale - Circulator Route 'ZOOM'	Operating:Operating Assistance	2012	n/a	30.09.01		5307-AVN UZA	\$ 83,613	\$ 83,613		\$ 167,226	Amend: Add new project. 5307 Small UZA funds became available from the state.	The new project is considered exempt under the category "Operating assistance to transit agencies." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX11-122T	Phoenix	North Maintenance Facility - 2010 W. Desert Cove	Design and construct upgrades - FY2011 5309-Disc. Funds	2012	n/a	11.43.03	2011	5309 - Disc	\$ 1,580,000	\$ 6,320,000		\$ 7,900,000	Amend: New project - 5309-discretionary funds awarded thru State of Good Repair Initiative	The new project is considered exempt under the category "Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMT11-112T	RPTA	Regionwide	Electric Fan Retrofit - about 70 buses - FY2011 5309-Disc. Funds	2012	n/a	11.14.01	2011	5309 - Disc	\$ 374,229	\$ 1,349,715		\$ 1,723,944	Amend: New project - 5309-discretionary funds awarded thru FY 2011 Sustainability Awards (TIGGER)	The new project is considered exempt under the category "Rehabilitation of transit vehicles." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
VMR11-105T	VMR-Metro	METRO Rail Operations and Maintenance Center in Phoenix	Install solar shade canopies and solar panels - FY2011 5309-Disc. Funds	2012	n/a	11.44.02	2011	5309 - Disc	\$ 7,306,850	\$ 2,715,000		\$ 10,021,850	Amend: New project - 5309-discretionary funds awarded thru FY 2011 Sustainability Awards (TIGGER)	The new project is considered exempt under the category "Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.
PHX11-708T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 28 replace - 2011 5307 Funds	2012	n/a	11.12.01	2011	5307	\$ 12,163,398	\$ 2,491,298	\$ -	\$ 14,654,696	Admin Mod: Modify the work to include notation of FY2011 5307 Fund in description.	The project is considered exempt under the category "Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet." The conformity status of the TIP and Regional Transportation Plan 2010 Update would remain unchanged.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 17, 2012

SUBJECT:

Mesa Fire Department Request for a Public Safety Answering Point

SUMMARY:

Per Chapter One, Title Two, Article Four of the Arizona Administrative Code, the City of Mesa Fire Department is requesting to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group. Mesa Fire recently has expanded its facilities and has expressed interest in developing and implementing a new PSAP in addition to the existing Mesa Police PSAP, which will continue its activities and representation on the MAG PSAP Managers Group.

The Mesa Regional Dispatch Center (MRDC) is currently operating as a combined center with the Mesa Police Department (voting member of MAG) and the Mesa Fire Department. This arrangement has been in place for over 25 years. During this time, the MRDC has increased the agencies for which it provides dispatching services. These include the Gilbert Fire Department, Apache Junction Fire District and the Town of Queen Creek Fire Department. The MRDC also provides primary dispatching services to its regional ambulance partner, Southwest Ambulance. In addition, beginning in December 2011, Mesa is providing call-taking and dispatching services for the Rio Verde Fire District.

The combined service area supported by the MRDC beginning in December 2011 will be 283 square miles with a population over 750,000 (2010 estimates). In calendar year 2010, the MRDC dispatched 122,000 events. Mesa's PSAP answered nearly one million emergency and non-emergency phone calls in 2010.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Recognition as an ex-officio PSAP member will allow the Mesa Fire Department to improve many areas of its operation and increase efficiency and the level of service it provides regionally to ensure firefighter and citizen safety throughout the Maricopa region.

CONS: Mesa will need to fund costs incurred as a result of the establishment of the Mesa Fire PSAP due to limited funding in the Emergency Telecommunication Services (9-1-1) fund. Per the letter dated March 11, 2011, the State 9-1-1 Office anticipated that by deferring capital equipment projects from fiscal year 2011 and approving no equipment upgrades or new services for fiscal year 2012, sufficient funds will be available in fiscal year 2012 to cover the ongoing costs for 9-1-1 network and existing equipment maintenance from the Emergency Telecommunication Services (9-1-1). The State 9-1-1 Office advised that jurisdictions should be prepared to make up the difference in costs that might be incurred due to expenditures beyond the guidelines provided in the letter.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The PSAPs in Maricopa Region 9-1-1 are required to be connected to the 9-1-1 Network for call handling. As a recognized PSAP, Mesa Fire Department's 9-1-1 center will also be required to be interfaced with the 9-1-1 network, making it integrated into the Maricopa Region 9-1-1 system.

POLICY: The process for approval of the Mesa PSAP request includes recommendations from the MAG PSAP Managers Group, the MAG 9-1-1 Oversight Team, the MAG Management Committee and approval by the Regional Council.

ACTION NEEDED:

Approval of Mesa’s request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group.

PRIOR COMMITTEE ACTIONS:

On January 11, 2012, the MAG Management Committee recommended approval of Mesa’s request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group.

MEMBERS ATTENDING

- Chad Heinrich for Charlie Meyer, Tempe
- David Cavazos, Phoenix, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- * Stephen Cleveland, Buckeye
- Gary Neiss, Carefree
- Wayne Anderson for Usama Abujbarah, Cave Creek
- Patrice Kraus for Rich Dlugas, Chandler
- Spencer Isom, El Mirage
- * Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghetti, Fountain Hills
- * Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Leah Hubbard for Patrick Banger, Gilbert
- Horatio Skeete for Ed Beasley, Glendale
- Paul Luizzi for John Fischbach, Goodyear
- * Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Kari Kent for Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- Carl Swenson, Peoria
- # Patrick Flynn for John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- David Richert, Scottsdale
- Chris Hillman, Surprise
- Chris Hagen for Reyes Medrano, Tolleson
- Joshua Wright, Wickenburg
- * Lloyce Robinson, Youngtown
- Floyd Roehrich for John Halikowski, ADOT
- John Hauskins for David Smith, Maricopa Co.
- Bryan Jungwirth for Valley Metro/RPTA

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

On December 7, 2011, the MAG 9-1-1 Oversight Team recommended approval of Mesa’s request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group.

MEMBERS ATTENDING

- Lawrence Rodriguez, Tolleson Police Department, Chair
- # Brenda Buren, Tempe Police Department, Vice Chair
- # Tom Cole for Mark Burdick, Glendale Fire Department
- * Ray Churay, Maricopa County Sheriff's Office
- Bruce McGregor for Harry Beck, Mesa Fire Department

Vicky Scott for Peoria Police Department
Steve Kreis, Phoenix Fire Department
* Kim Humphrey, Phoenix Police Department

Helen Gandara, Scottsdale Police
Department

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

On October 13, 2011, the MAG PSAP Managers Group recommended approval of Mesa's request to be defined as a member of the Maricopa Region 9-1-1 community, and an Ex-Officio member of the MAG Public Safety Answering Point (PSAP) Managers Group.

MEMBERS ATTENDING

Patrick Cutts, Scottsdale, Chair
Toni Rogers, Tolleson, Vice Chair
Lisa Eminhizer, Apache Junction
* Mark Gorla, Avondale
Jared Griffith, Buckeye
* Matt Christensen, Chandler
* Stephanie Beebe, Ft. McDowell Yavapai
Nation
Maggie Davidson for Janet Laird, Gilbert
* Loretta Hadlock, Glendale
* Chris Nadeau, Goodyear
Cari Zanella, Mesa
* Jesse Locksa, Maricopa County
* John Bennett, Paradise Valley
Vicky Scott, Peoria

Michelle Kessler for Kim Humphrey, Phoenix
* Curtis Thomas, Salt River Pima-Maricopa
Indian Community
Domela McHenry, Surprise
Mike Bjerke for Karen Allen, Tempe
* Ed Syzponik, Wickenburg
+ Michelle Potts, ASU
+ Barbara Jaeger, ADOA
*+ Nicole Ankenman, Capitol Police
+ Patty Simpson, DPS
*+ David Demers, Luke AFB
+ Dori Beck for P. Jay Strebeck, Phoenix Fire
+ Ellen Anderson, Rural Metro/Southwest
Ambulance

* Those members neither present nor represented by proxy.

+ Ex-Officio member

Attended by Teleconference

CONTACT PERSON:

Nathan Pryor, MAG, 602-254-6300, or Liz Graeber, Maricopa Region 9-1-1 Administrator,
602-534-9775



October 24, 2011

Mayor Hugh Hallman, Chairman
Maricopa Association of Governments Regional Council
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

Subject: Request for the Mesa Regional Dispatch Center (MRDC) to be recognized as
an ex-officio Public Safety Answering Point member in the Maricopa Region

Dear Chairman Hallman,

The Mesa Fire Department is requesting authorization to have our Regional Dispatch Center recognized as an ex-officio Public Safety Answering Point member in the Maricopa Region.

The MRDC is currently operating as combined center with the Mesa Police Department (voting member of MAG). This arrangement has been in place for over 25 years. During this time, the MRDC has increased the agencies where we provide dispatching services. These include the Gilbert Fire Department, Apache Junction Fire District and the Town of Queen Creek Fire Department. The MRDC also provides primary dispatching services to our regional ambulance partner (Southwest Ambulance). In addition, beginning December 2011, Mesa will be providing call-taking and dispatching services for the Rio Verde Fire District.

The combined service area supported by the MRDC beginning in December 2011 will be 283 square miles with a population over 750,000 (2010 estimates). In calendar year 2010, the MRDC dispatched 122,000 events. Mesa's PSAP answered nearly 1 million emergency and non-emergency phone calls in 2010.

With the current and expected continuation of growth in our regional fire dispatch operations, recognition as an ex-officio PSAP member is necessary. This will allow us to improve many areas of our operation and increase the level of service we provide regionally. It will ensure firefighter and citizen safety, improve the efficiency of our operation and provide greater customer service throughout Maricopa County as a regional partner.

Sincerely,



Harry Beck
Fire Chief

cc: Chris Brady, City Manager
John Pombier, Deputy City Manager

13 W. 1st Street
P.O. Box 1466
Mesa Arizona 85211-1466
480.644.2101 Tel
480.644.4460 Fax

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 17, 2012

SUBJECT:

Status Update on the June 30, 2011 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2011

SUMMARY:

The accounting firm of LarsonAllen, LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2011. An unqualified audit opinion was issued on November 16, 2011, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings.

The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2011 CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2011 CAFR, this would be the agency's 14th consecutive award.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: MAG is required by its By-Laws and federal regulations to have an audit performed for all major federal programs on an annual basis. The audit must be performed in compliance with the provisions described in the U.S. Office of Management and Budget ("OMB") Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: LarsonAllen, LLP conducted the audit in accordance with Generally Accepted Auditing Standards (GAAS), and the standards applicable to financial audits contained in the Government Audit Standards, issued by the Comptroller General of the United States and the provisions of OMB Circular A-133. For the year ended June 30, 2011, the audit report indicates that MAG conducted its activities in conformance with the laws and regulations governing federal financial assistance programs and according to Generally Accepted Accounting Principles (GAAP).

POLICY: Pursuant to Article 12, Section 5 of the MAG By-Laws, the annual audit must be presented to the Regional Council.

ACTION NEEDED:

Acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2011.

PRIOR COMMITTEE ACTIONS:

On January 17, 2012, the MAG Regional Council Executive Committee recommended acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2011.

MEMBERS ATTENDING

Mayor Hugh Hallman, Tempe, Chair
Mayor Marie Lopez Rogers, Vice Chair,
Avondale
Mayor Scott Smith, Mesa, Treasurer
Vice Mayor Thelda Williams, Phoenix

Mayor Jim Lane, Scottsdale
Mayor Michael LeVault, Youngtown
Mayor Thomas L. Schoaf, Litchfield Park,
Past Chair

* Those members not present.

Participated by telephone conference call.

On January 11, 2012, the MAG Management Committee recommended acceptance of the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2011.

MEMBERS ATTENDING

Chad Heinrich for Charlie Meyer, Tempe
David Cavazos, Phoenix, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
* Stephen Cleveland, Buckeye
Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah,
Cave Creek
Patrice Kraus for Rich Dlugas, Chandler
Spencer Isom, El Mirage
* Phil Dorchester, Fort McDowell Yavapai
Nation
Julie Ghetti, Fountain Hills
* Rick Buss, Gila Bend
* David White, Gila River Indian Community
Leah Hubbard for Patrick Banger, Gilbert
Horatio Skeete for Ed Beasley, Glendale
Paul Luizzi for John Fischbach, Goodyear

* Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Kari Kent for Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Carl Swenson, Peoria
Patrick Flynn for John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
David Richert, Scottsdale
Chris Hillman, Surprise
Chris Hagen for Reyes Medrano, Tolleson
Joshua Wright, Wickenburg
* Lloyce Robinson, Youngtown
Floyd Roehrich for John Halikowski, ADOT
John Hauskins for David Smith,
Maricopa Co.
Bryan Jungwirth for Valley Metro/RPTA

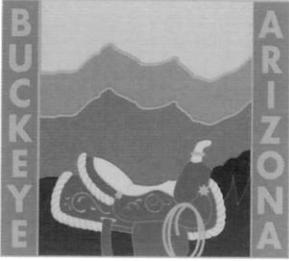
* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Rebecca Kimbrough, MAG, (602) 254-6300



Town of Buckeye

Office of the Mayor

December 20, 2011

Mayor Hugh Hallman
Chair, Regional Council
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Re: Transportation Policy Committee Vice-Chair Nomination

Dear Mayor Hallman:

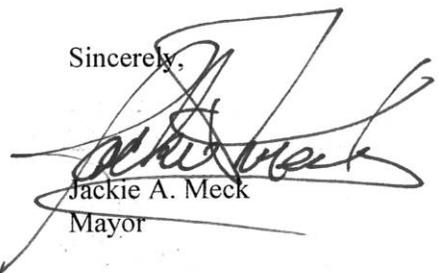
Please accept this letter as formal expression of my interest in serving as Vice-Chair of the Transportation Policy Committee (TPC). I currently serve on the TPC in the At-Large, geographically balanced position for the West Valley and wish to continue to serve in this role as well. My interest in service as TPC Vice-Chair arises from Buckeye's unique role in the future of transportation development in the region.

The Town of Buckeye Municipal Planning Area (MPA), Buckeye is at the heart of the largest and fastest growing portion of the Valley with an expected population of 1.5 million at full-build-out, comprises a significant portion of the area of the Interstate 10-Hassayampa Valley Transportation Framework Study. It represents a key element of the next phase of transportation infrastructure development for the region.

Likewise, much of the future commuter rail corridor identified in MAG's Yuma West Commuter Rail Corridor Development Plan is located in Buckeye. This month the East Buckeye Park and Ride, Buckeye's first transit facility, was opened with express bus service to Phoenix set to begin in January.

Finally, Buckeye's first multimodal transportation master plan, which will serve as a guide for transportation development in the Town's MPA for the next twenty-five years, is in the final adoption process. Buckeye's role in all of these efforts enables me to bring essential expertise and a unique perspective to the Transportation Policy Committee.

Sincerely,



Jackie A. Meck
Mayor



Chandler • Arizona
Where Values Make The Difference

Jay Tibshraeny
Mayor

Trinity Donovan
Vice Mayor

Kevin Hartke
Councilmember

Rick Heumann
Councilmember

Matt Orlando
Councilmember

Jack W. Sellers
Councilmember

Jeff Weninger
Councilmember

**Office of the Mayor
and Council**

Telephone
(480) 782-2200

Fax
(480) 782-2233

E-mail
mayor&council@chandleraz.gov

Web
www.chandleraz.gov

Mailing Address
Mail Stop 603
PO Box 4008
Chandler, Arizona 85244-4008

Location
Fifth Floor
175 South Arizona Avenue
Chandler, Arizona 85225

January 13, 2012

Honorable Hugh Hallman
Chairman, Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

Dear Mayor Hallman:

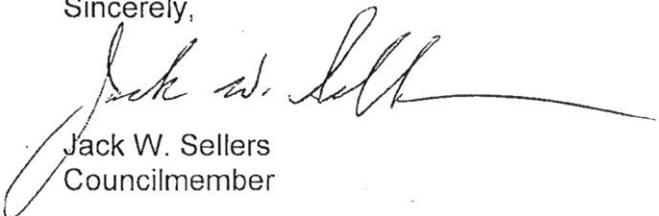
Please accept this letter as my expression of interest in serving as the Vice Chair of the MAG Transportation Policy Committee.

I have a long history of involvement in transportation activities in the East Valley and the region. I have served as Chandler's representative on the Transportation Policy Committee since 2010. Additionally, I have been a long time member of the East Valley Partnership's Transportation Committee and currently serve as the chairman of that committee.

I also serve on MAG's Economic Development Committee. The relationship between transportation, infrastructure and successful economic development has never been more critical. I believe my experience in both transportation and economic development will allow me to contribute substantively to the work of the Transportation Policy Committee.

Please do not hesitate to contact me if you have questions about my interest in this position or need additional information. Thank you for your consideration.

Sincerely,


Jack W. Sellers
Councilmember



December 13, 2011

Ms. Debra Davenport
Auditor General
Arizona Office of Auditor General
2910 N. 44th Street, Suite 410
Phoenix, Arizona 85018-7243

Dear Ms. Davenport:

The Maricopa Association of Governments (MAG) has completed its review of the final draft report of the Performance Audit of the Maricopa County Regional Transportation Plan (RTP) that we received on November 21, 2011. This response supersedes our response of December 9, 2011. MAG was notified by the audit contractor on December 12, 2011 that MAG as well as the other agencies who reviewed and responded to the audit, used the "marked-to-show-changes" version of the document that was transmitted on November 21, 2011. According to the audit contractor, subsequent changes were made to the report that were not reflected in the "marked-to-show-changes" version of the document.

We appreciate the efforts and the time your office has invested in conducting the performance audit and we understand the limitations that are inherent with consultants who are located in another state. MAG staff agrees with the findings with some exceptions and concurs with the majority of the recommendations presented in the audit report. Since the audit recommendations have policy and operational implications for MAG, the MAG Regional Council, our governing body, with input from the MAG Management Committee and the Transportation Policy Committee, has the ultimate authority on implementation of the MAG-related recommendations. Please note that the committee structure shown in the audit on pages 17 and 20 are not accurate as MAG stated in the comments on the first draft report and discussed during the exit conference held on November 9, 2011.

As we carefully review the findings and recommendations we believe the Performance Audit could have been significantly strengthened with a better understanding of the expectancies under Proposition 400 to build the plan. Also, legislative constraints were established for changing the plan strictly through the major amendment process. Both the citizens and the legislature expected that the plan presented to voters would be completed. We believe the MAG planning process and the Arizona Department of Transportation have kept faith with the voters and the legislature.

The downturn in the American economy drastically affected the state of Arizona and in particular the MAG region. We have experienced thirty-five consecutive months of year-over-year economic decline, unprecedented in the history of Maricopa County. This situation dramatically affected how we look at the components of our Regional Transportation Plan and how we make decisions about our transportation future. Consequently, over the last four years, MAG has placed a focus on outcome performance measures as applied to mobility, safety and accessibility on the multimodal transportation system. The region's most significant outcome performance measure is the fact that despite the loss of \$369 million in half-cent sales tax dollars in originally anticipated revenues and additional losses in state and federal funds during the last three years, MAG and partner agencies have been able to sustain their ability to implement the plan, and continue to deliver RTP projects with the unanimous support of regional policymakers.

Our primary task, as outlined by the Proposition 400 ballot measure is to deliver the transportation system delineated in the RTP to the citizens of the region. Projects are being built, the system continues to be developed and improvements being made are enhancing the performance of the MAG region transportation system. Specifically, in the last four years, freeway and arterial travel times have improved on entire corridors, peak hour congestion duration has decreased, recurring congestion at certain bottleneck locations has been relieved, fatalities and injuries have decreased by 25 percent and transit revenue miles as well as boardings per mile have increased. A scrupulous rebalancing effort applied to future RTP phases was successful in deferring significant projects without significantly affecting future forecasted performance and maintaining the integrity of the transportation networks and systems.

The final draft report notes important performance findings where improvements are recommended and recognizes positive examples of practices that demonstrate efficiency and effectiveness in multi modal regional transportation planning.

We look forward to continue working with our RTP Partners in addressing the process improvements as recommended and will continue working to enhance the current practices that have been instrumental in successfully implementing the Regional Transportation Plan for the MAG region.

MAG is appreciative of the auditor's efforts to constructively comment on the performance of the Regional Transportation Plan and offers the agency's response to the general findings of the audit in Appendix A and specific responses to audit recommendations as follows:

- 1. Formally identify and quantify what the MAG Regional Council, in collaboration with its partners, expects to achieve through the implementation of the RTP.**

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. The 2003 RTP set out a number of quantified performance measures for the system. These performance measures are currently part of MAG's Performance Measurement Framework and are updated as the Regional Transportation Plan Updates are developed.

- 2. Work with ADOT to establish targets and baselines for freeway performance to insert more accountability into the process and ensure that the regional performance framework aligns with state performance measures as well as work with local jurisdictions to set similar targets to track arterial performance.**

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. The regional performance framework was developed specifically for the MAG region, the largest urban area in the state with 60 percent of the state's population. The state performance measures and targets are under development by ADOT and will reflect the State's interest rather than specifically for the MAG region.

- 3. Once available, measure and analyze all available freeway and arterial performance data against set baselines, once established, at a system level and at a project level to better understand how individual projects impact overall system performance.**

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. Measuring project level performance as it relates to overall system performance has to recognize that often the performance analysis of a single project may significantly over- or underestimate the project's contribution to system performance. For example, a project to add high-occupancy vehicle (HOV) lanes on one section of freeway may appear to perform poorly when analyzed in isolation with the overall system, when in fact the single project is part of a series of system improvements to build the HOV network. Corridor level performance will continue to be monitored.

4. Coordinate all RTP Partner's individual performance measurement activities with MAG's overall performance system for the RTP, especially with ADOT's evolving long-range transportation plan measures to minimize duplication or contradiction and maximize efforts and results.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG and transit agency performance measures will be coordinated and incorporated into MAG's proposed reporting tools. ADOT's state level long range performance measures will be integrated wherever applicable.

5. Publish certain summary performance data on a pre-determined regular basis on MAG's website showing targets and actual performance by corridor and by project as well as providing specific project level performance related to budget and schedule with links to the other RTP Partner websites. Consider providing data at a summary and mode level showing performance of individual projects or segments through a performance dashboard feature.

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. System level and corridor level performance data will be published on a pre-determined basis. Project level performance data will not be published as part of the MAG performance reporting. Project benefits will be listed on the project "report card."

6. Communicate results and analysis from MAG's Performance Measurement Framework and work with RPTA to communicate results of the Transit Performance Report to committees on a more frequently basis, such as quarterly.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. Performance data will be provided on a pre-determined basis depending on data availability and data volatility.

7. Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented.

8. Develop and use a "report card" type feature to provide, 1-page project snapshots summarizing project budget and schedule by development phase, actual costs against estimated budget and schedule, project performance measures and progress toward targets, financial assumptions and highlights of project changes to scope, schedule, or cost. Moreover, these report cards could feature a brief project description, project manager contacts, project risks, and percent completion as well and provide a history of each project from the 2003 RTP proposed to the voters.

The finding of the Auditor General is agreed to and a different method of the finding will be implemented. Specific project performance targets will not be included, but rather the project benefits will be listed as illustrated by the Nevada Department of Transportation example.

9. Ensure consistency in data reported and facilitate the tracking of totals and data between the annual Proposition 400 reports and RTP Updates in addition to the various LCP reports published, as well as adding footnotes to clarify data sources in the reports and reasons for amounts that vary between the reports. Additionally, consider:
 - Clarifying terms used in the reports or using term "open to traffic" rather than using "programmed for final construction" related to project schedule;

- Providing explanation of timing of expenditure data and that some “actual” data is just estimated for the fourth quarter of the year being reported;
- Consistently report projects and expenditure information from year to year, and fully explain whether revenues and costs are reflective of full RTP funding sources or only the proposition 400 portion of project funds; and
- Making necessary corrections, in future reports, to communicate past inaccuracies noted by the auditors in previous reports relating to typos and incomplete information from missing projects completed to ensure that future reports reflect the most accurate information.

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. Note that the reports reflect different reporting time periods. MAG will attempt to synchronize, whenever possible, the various reports, including clarifying terms used and noting where data is actual or estimated.

- 10. Clarify priority criteria to be more specific, use some type of weighted measure for ranking, and provide mechanics of specifically how criteria is to be applied in project change discussions. This recommendation should be led and developed by MAG, with input from the other RTP Partners.**

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. MAG will review and revise the priority criteria where appropriate, and will explore the potential use of weighted criteria. Note that the priorities were established in the 2003 Regional Transportation Plan, which is the foundation of Proposition 400, and significant changes to priorities may not be warranted.

- 11. Ensure documentation exists linking projects selected and changes suggested with the priority criteria, quantifying a technical ranking of corridors or projects by performance measures, and discussing the rationale behind changes.**

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. MAG agrees that the criteria used to make program changes needs to be documented as MAG does now. It is advised that this recommendation be changed from “..or projects by performance measures..” to “..or projects by priority ranking..” which makes this clause consistent with the first part of the sentence.

- 12. Have MAG require the use of the Congestion Management Program (CMP) tool among local cities and counties to identify projects with regional benefits as well as expand use of the tool into other modes in the region, as warranted, for decision making and project reprioritizations.**

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. This recommendation does not include what context MAG would require the use of the CMP tool. Also, the CMP tool may not be the best vehicle for transit. MAG is exploring different analytic tools that could enhance transit planning.

- 13. Use a performance based model as part of project change and reprioritization processes on a go forward basis to enhance both transparency of the process and accountability to legislative mandates and the public, and document efforts, deliberation, and decisions to show consideration of performance factors such as volume, capacity, and/or delays.**

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG already follows this process as demonstrated by the document “Tentative Scenario for the MAG Regional Freeway and

Highway Program,” dated October 2009, which memorialized the analysis of the efforts that MAG went through to balance the freeway program that was \$6.6 billion out of balance. MAG will work with our transit partners on how changes in transit priorities can be better documented with respect to performance factors.

14. Ensure documentation is maintained describing basis, source, deliberations, outcome, and rationale for resulting actions and decisions related to project and RTP changes.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG produced the document “Tentative Scenario for the MAG Regional Freeway and Highway Program,” dated October 2009, which memorialized the analysis of the efforts that MAG went through to balance the freeway program that was \$6.6 billion out of balance.

15. Summarize and communicate data to MAG oversight committees on options available and alternatives considered, risk and opportunities for each alternative, impacts of each alternative related to congestion or performance such as mobility and safety, and rationale behind final recommendations.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG provides the necessary information concerning options and alternatives as appropriate and as requested by the members of the MAG committees.

16. Ensure any additional information provided to individual committee members outside the formal open meeting process is distributed to all committee members as well as made available to the public to stay fully informed.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. MAG always provides all information to committee members and to the public that is relevant to the committee’s decisions. MAG presently distributes pertinent and relative information for decision-makers prior to committee action. MAG uses a Transmittal Summary that ensures transparency regarding issues and how votes are taken throughout the review process. Our minutes of our process are very extensive to serve as a record of the decisions that are made.

17. Continue efforts to develop a user-friendly guide book providing a public “road map” clarifying how the public can influence transportation projects, at what points input can be provided in the RTP development and update process, and where citizens can go to get information. MAG should lead this effort with input from the other RTP Partners.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. This effort is presently underway.

18. Develop detailed provisions for the MOU agreements between the four RTP Partners, and possibly the City of Phoenix, guiding the practical aspects of the working relationships between the agencies where coordination and collaboration is needed for planning and expenditure of federal and Proposition 400 funds including specific codes of conduct, conflict resolution, and communication protocols.

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. The current Memorandum of Understanding (MOU) between MAG and the transit partners was adopted in the spring of 2010 to guide transit planning in the MAG region. In February 2011, provisions of the MOU related to Alternatives Analysis (AA) were clarified through a memorandum. If other aspects of the relationships and

coordination need clarification in the future, appropriate action will be followed to either amend the MOU or provide clarification through implementation memoranda.

19. Similarly, strengthen the existing transit planning MOU to describe the mechanics and specificity of process behind the level of cooperation required in terms of communication frequency, timing, and content as well as the level, timing, and weight of input into agency activities.

The finding of the Auditor General is agreed to and a different method of dealing with the finding will be implemented. The current Memorandum of Understanding (MOU) between MAG and the transit partners was adopted in the spring of 2010 to guide transit planning in the MAG region. In February 2011, provisions of the MOU related to Alternatives Analysis (AA) was clarified through memorandum. If other aspects of the relationships and coordination need clarification in the future, appropriate action will be followed to either amend the MOU or provide clarification through implementation memoranda.

20. Memorialize and maintain key meeting discussions at RTP Partner meetings to document items discussed, agreements reached, action items, and responsible parties for future meetings as well as attendees of the meetings.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. Agendas and meeting notes will be kept for the RTP Partner meetings.

21. Through the MAG Transportation Policy Committee, or other committee, assume a stronger and more proactive leadership role in setting framework for RTP related activities rather than just facilitating discussions-although RTP Partners should retain authority to operate individually and implement shared vision.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented.

22. Adjust MAG Transportation Policy Committee membership requirements to include RPTA and METRO transit representatives to better convey transit operation perspective and achieve full multi-modal input, expertise, and support for regional vision and policy formation.

The finding of the Auditor General is not agreed to and the audit recommendation will not be implemented. The role of transit participation was addressed in establishing the Transportation Policy Committee. As memorialized in State Statutes, elected officials from the MAG member agencies are already directly involved in the transit decision-making process. This item will be brought forward to the Transportation Policy Committee for consideration.

23. Reaffirm the role of CTOC and increase effectiveness by considering:
 - Developing operating protocols and guiding principles describing how CTOC will function.
 - Identifying the type of substantive information it needs from the RTP Partners, in addition to the current status updates, to fulfill duties.
 - Actively questioning and deliberating items at meetings.
 - Receiving meeting packets for review and analysis prior to meetings.
 - Providing formal reports and/or recommendations directly to the MAG Regional Council or MAG Transportation Policy Committee related to project and program delivery as well as overall performance.

- Receiving support from MAG staff, rather than ADOT staff.
- Ensuring all committee members have the requisite skills needed to oversee multi-modal system and possibly requiring more specific types of expertise needed for committee members to possess, such as transit experience.

The finding of the Auditor General is agreed to and the audit recommendation will be implemented. The implementation of this recommendation requires legislative action.

24. Continue investigating cost efficiencies that could result from a combination of RPTA and METRO and implement measures as soon as practical to realize maximum value from initiatives.

This finding corresponds to Transit Agencies and does not directly relate to MAG

25. Work towards realizing more benefits from regionalizing bus transit activities by strengthening the regional entity role and implementing regional activities that have potential for cost savings or better outcomes for riders such as route scheduling, fleet planning and purchasing, fare inspection and collection, coordinated automated tools, and regional service hearings.

This finding corresponds to Transit Agencies and does not directly relate to MAG.

MAG again wants to thank you and your audit team for your efforts and recommendations on how MAG, along with our RTP Partners, can improve the delivery of the Proposition 400 program and improve the regional transportation system. There are areas in the audit report that we believe could have been strengthened and improved through additional discussion resulting in a more robust audit report, such as an accurate portrayal of the MAG committee structure; we believe the audit recommendations are a positive step toward improving transportation in the region.

If you have any questions, please contact me or Eric Anderson, MAG Transportation Director, at the MAG Office.

Sincerely,



Dennis Smith
Executive Director

cc: Eric J. Anderson
Kurt R. Sjoberg

APPENDIX A

MAG General Comments

AUDIT FINDING #1

- **Some Performance Data Exists, But Determining Results of Proposition 400 Efforts Cannot Be Fully Measured**

MAG's Performance Measurement Program is the result of an extensive process of investigation, exploration and adoption of best practices in the field. The program is based on a MAG-developed Performance Measurement Framework and is in a constant state of evolution and development as base data and resources become available. This Framework explains the direct relationship between all measures selected and each focus area derived from goals and objectives in MAG's Regional Transportation Plan (RTP). To assist in the audit process, MAG provided highway and arterial performance measurement information on a timely basis in various formats, electronic spreadsheets, FTP transfer, raw traffic data, analysis results, one-on-one interviews, and narrative documents, as well as web-based documentation, on the following performance measured results:

Limited Access Highway & High Occupancy Vehicle (HOV) Lane Performance

- Access and Mobility Measures
 - Throughput – Vehicle
 - Lost Capacity
 - Per Capita Vehicle-Miles of Travel
 - Throughput – Freight
- Travel Time, Reliability and Delay Measures
 - Speed
 - Point-to-Point Travel Times
 - Travel Time Reliability
 - Extent of Congestion Delay
- Safety Measures
 - Crash/Injury/Fatality Rate
 - Crash/Injury/Fatality Totals for Large Truck-Involved Crashes on the Freeway System

Arterial Performance

- Access and Mobility Measures
 - Throughput - Vehicle
- Travel Time, Reliability and Delay Measures
 - Extent of Congestion Delay
- Safety Measures
 - Intersection Crash Ranking
 - Crash/Injury/Fatality Totals for Large Truck-Involved Crashes on the Arterial System

RTP highway and arterial projects that have been delivered to date are predominantly parts of larger segments or corridors. MAG's Performance Report documents performance results for all RTP instrumented highway

corridors and arterial corridors supported by observed data. A careful review of the performance analysis and results for MAG highway and arterial facilities reveals the extent to which projects within these corridors relieve congestion and improve mobility in the MAG region.

Upon developing the MAG Performance Measurement Framework in collaboration with member agencies and in consultation with national experts in the field of transportation performance measurement, a key finding was the recognition that the nature of measuring performance and establishing targets is very different for highway and transit modes. Moreover, measuring performance by quantifying results of individual highway and arterial projects rendered inconsistent and sometimes unexplainable results.

The behavior and performance of highway and arterial transportation facilities is influenced and, in some cases, determined by multiple, dynamic and external factors such as land use and density changes, incidents, seasonal demand, visibility, etc. In the MAG region these significant factors tend to affect performance more consistently at a corridor or sub-area level rather than at an intersection or individual freeway segment project level. To further differentiate the nature of measuring performance across modes, highway and arterial modes do not benefit from the direct feedback mechanism such as the inherently controlled environment of a fare box recovery system that automatically quantifies necessary parameters for straightforward quantification of effectiveness and efficiency of results.

AUDIT FINDING #2

- **Cost and Schedule Variance Appear Supported, Although Underlying Data is Difficult to Gather and Assimilate.**

The audit review found that the sheer volume and complexity of data and documents makes it challenging to consistently report and track variances in cost and schedule. Cradle to grave tracking and reporting is encouraged to create a full historic picture of Proposition 400 programs. A project report card is specifically suggested that could combine changes, costs, schedules and performance. With respect to the comment that data are inconsistent and incomplete, MAG currently reports cost and schedule variances on a regular basis by publishing RTP Updates, Proposition 400 Annual Reports and various Life Cycle Reports. Each of these reports is prepared in different cycles, which means that at any given point in time, each report may not contain the latest data presented in another report. Every effort is made to use consistent sources in preparing the reports, but since they are not all released on exactly the same date, some differences may continue to be present.

AUDIT FINDING #3

- **Criteria for Project Change is Vague and Documentation of Potential Impacts Provided to MAG Committees For Decision Making Could be Improved.**
- MAG recognizes that there is always room for improvement and that the process of developing and implementing changes to a multimodal, multiagency transportation plan is intricate and complex and agrees that there is room for improvement in the information delivery process. Ample documentation is consistently and universally available through the MAG website as well as distributed to all meeting attendees and the public in various formats prior to decision-making by the Transportation Policy

Committee and Regional Council. Additionally, all published reports are available to the public in the MAG Document Review Room. These documents include, but are not limited to, meeting minutes, agendas, reports, project summaries, maps, graphics, posters and multimedia. Numerous resources available memorialize the iterative and transparent process followed by MAG at all instances pertaining to policy decisions.

With respect to recent changes in the Regional Freeway Life Cycle Program, MAG in cooperation with the Arizona Department of Transportation (ADOT), developed a document, the *Tentative Scenario for the Regional Freeway and Highway Program* (October 2009), which contains analysis and ample supporting documentation regarding rationale, impacts and trade-offs for options to balance the program. Travel demand estimates for 2028, comparative Level of Service (LOS) analysis, as well as forecasted volumes, were used to assess and develop various tentative scenarios. This document also summarizes the process followed by MAG regional policy making bodies, the Regional Council, Transportation Policy Committee, and Management Committee meetings from October 2008 through October 2009, to balance the program. Procedures for changes to the Arterial Life Cycle Program (ALCP) are detailed in the ALCP Policy document and are presented through the Committee process for review and recommendation. Following MAG standard procedures, staff distributes abundant supporting documentation, resources, exhibits and references in advance of any meeting to all decision making bodies.

The rebalancing process was developed through extensive technical and policy discussions. This process was used to balance more than \$6.6 billion from the program due to lower than anticipated tax revenue and more than \$3.5 billion in cost increases and scope creep. At no point did the technical deliberations get out in front of consultation with the MAG Management Committee, Transportation Policy Committee, and the MAG Regional Council. Considerable information about the Value Engineering options is presented in the report *Tentative Scenario for the MAG Regional Freeway and Highway Program* (MAG, October 2009).

AUDIT FINDING #4

Current Organizational Structure Provides Oversight, Although There are Opportunities to More Effectively Accomplish RTP Goals

MAG agrees that the Transportation Policy Committee's guiding and coordinating role could be strengthened as it develops policy positions for the MAG Regional Council.

MAG continues to be concerned by the erroneous depiction of the MAG Management Committee in the decision making organizational charts included twice in the report (see pages 17 and 20). Despite verbal and written comments submitted to the audit team to this effect, one of the key decision-making bodies for our regional transportation policy process is still not properly portrayed.

The transit planning partners meet on a monthly basis as a Regional Transit Planning Team. Discussion topics usually include: current planning projects, the Transit Life Cycle Program (TLCP), short range plan/program, capital and operations, among others. This is the forum where partners work cooperatively to develop solutions to regional transit planning, projects, and project changes. Besides the standing meeting frequency,

additional meetings are held on a case-by-case basis as transit projects are subject to the influences of local and federal funding in addition to the regional priorities and funding. The report states that Life Cycle Program meetings are conducted within the individual modes with little multimodal representation. The nature of discussions and recommendations stemming from each modal committee requires the level of expertise from technical staff and all appropriate staff representing member agencies on specific modal topics. Modal committee recommendations are presented monthly at the Transportation Review Committee. Transit agencies, Street, Highway and Bicycle/Pedestrian representatives sit on the Transportation Review Committee.

With respect to changes in the Arterial Life Cycle Program (ALCP), this program is regulated by Policies and Procedures adopted by the MAG Regional Council that outline specific procedures regarding proposed project changes to the ALCP.

The audit report indicates that the Citizens Transportation Oversight Committee's (CTOC) responsibilities are not clearly defined and that it "may not be operating as effectively as it could." Furthermore, it suggests that the committee fails to facilitate citizen's involvement. In 2009, CTOC deliberated among various public participation opportunities at their meetings. Following the Open Meeting Law, all their meetings are open to the public and CTOC has an option to make a Call to the Public. Although it is not required, they voted to adopt the MAG Open Call to the Public practice in which the public may comment on agenda action items at the time the item is heard, after the presentation and before the committee discussion and action; for non-action items and for items not on the agenda, each member of the public has three minutes for a total of fifteen minutes for all speakers. CTOC adopted this practice after examining various practices in place at State, County and local Council governing boards.

CTOC's Annual Report presents status updates on freeway, arterial and transit Life Cycle Programs, information on revenues, expenditures, construction updates, ADOT budget updates, framework studies, Illustrative corridors, private public partnerships as well as a Financial Compliance Audit.

MAG agrees with the finding that there are a number of opportunities to bolster CTOC's contribution and operate more efficiently developing clear operational protocols and adopting formal guidelines in order to fulfill its duties.

AUDIT FINDING #5

- **Revenue and Expenditure Model is a Reliable Tool for Planning**

This finding discusses the revenue and cost models that are used to project future revenues and costs. It is important to clarify the difference between expenditures and costs. In the context of the life cycle programs, expenditures represent the flow of funds to pay for program costs. ADOT, for example, maintains the cash flow model for the freeway life cycle program and produces projects of expenditures for each year of the program. Costs, on the other hand, represent the cost of complete projects or pay for operations and maintenance of the system. For the freeway program, for example, costs to complete the South Mountain Freeway are divided among right of way, design and construction by construction segment.

The revenue forecasting process is well-documented by ADOT and incorporates sensitivity analysis in the process and has since 1992:

“The revenue forecast is highly dependent on estimates of independent variables. In order to deal with variability between estimated and actual values, the Department introduced the Risk Analysis Process (RAP) in 1992. The RAP relies on probability analysis and the independent evaluation of the model’s variables by an expert panel of economists. The process results in a series of forecasts, with specified probabilities of occurrence, rather than a single or “best guess” estimate.” (Maricopa County Excise Tax Forecasting Process & Results, FY 2011-2026, Arizona Department of Transportation, October 2010, pg. 1, http://www.azdot.gov/Inside_ADOT/FMS/PDF/rarfcastproc1126.pdf).

The same process is used for the Highway Users Revenue Fund (HURF) projections. In essence the analytic process uses the input of the expert panel for each variable that is in the econometric and runs through a Monte Carlo simulation using the distribution of the panel inputs.

A major issue that MAG has had with the Proposition 400 program and that was discussed with the Audit Team is the wide variation in project cost estimates. For example, for the Loop 303 Corridor, the costs have varied from \$1,467 billion in 2006, to \$3,044 billion in 2009, to \$1,835 billion in 2011. MAG also just completed a cost review of the South Mountain corridor and has found that there may be over \$500 million of savings that could be realized through more economical designs that still provide the same level of service and safety. The concept of designing to a budget was a central recommendation from the first Performance Audit for the Regional Freeway System in 1991.

AUDIT FINDING #6

- **Air Quality Violations Remain a concern and can jeopardize the Completion of RTP Projects**

Significant air quality improvements have been made in the MAG region over the past 20 years. The audit document presents the air quality issue related to PM-10 as a risk factor that can jeopardize the completion of RTP projects. MAG is not sure why this particular factor was included and not other risk factors. In reviewing the parts of the consultant work tasks as described in Appendix B of the draft we could not find any task related to air quality or risk factors that might impact the completion of RTP projects. For example, the availability of federal transportation funds, both highway and transit formula funds and discretionary funding such as the FTA New Starts and Small Starts Program (5309), currently have a high degree of uncertainty. The completion with a record of decision for the South Mountain Corridor Environmental Impact Study (EIS) and the I-10 Corridor EIS, and a positive outcome of any potential litigation are substantial risks to the completion of these two programs.

Office of the Arizona Auditor General

Performance Audit of the Maricopa County Regional Transportation Plan

November 21, 2011

Submitted By:



Table of Contents

Audit Highlights	1
Detailed Executive Summary.....	4
Understanding Maricopa County’s Regional Transportation System	8
Chapter 1: Some Performance Data Exists, But Determining Results of Proposition 400 Efforts Cannot be Fully Measured.....	21
Chapter 2: Cost and Schedule Variances Appear Supported, Although Underlying Data is Difficult to Gather and Assimilate	41
Chapter 3: Criteria for Project Change is Vague and Documentation of Potential Impacts Provided to MAG Committees For Decision-Making Could be Improved.....	50
Chapter 4: Current Organizational Structure Provides Oversight, Although There are Opportunities to more Effectively Accomplish RTP Goals.....	69
Chapter 5: Revenue and Expenditure Model is a Reliable Tool for Planning.....	91
Chapter 6: Air Quality Violations Remain a Concern and can Jeopardize the Completion of RTP Projects	99
Appendix A: Audit Scope and Methodology	102
Appendix B: Crosswalk Between Proposal Tasks and Audit Results.....	108
Appendix C: Budget to Actual Analysis of Phase I Projects.....	113
Appendix D: Performance Analysis for Bus Transit Projects.....	125
Appendix E: Performance Analysis for Initial Rail Operating Segment	128
Appendix F: Summary of Audit Recommendations	134
Agency Response to Audit Recommendations	142

Audit Highlights

With the passage of Proposition 400 in November 2004 extending a half-cent sales tax to generate funds for transportation projects, Maricopa County voters added a significant investment in rail projects, new and improved freeways, street improvement programs, and bus transit features. These projects were specified and incorporated into the Regional Transportation Plan (RTP) that serves as a long-range planning document capturing projects to address a region's transportation needs. Statutes enacted by the Proposition's passage included provisions for a performance audit of the RTP every five years focused on several areas, including project performance in relieving congestion and improving mobility, as well as federal criteria, efficiency of project changes, and effectiveness of organizational structure. This first audit related to the RTP and Proposition 400 revealed the following:

- ❖ **Some Performance Data Exists, But Determining Results of Proposition 400 Efforts Cannot be Fully Measured.** A meaningful transportation performance measurement system allows decision makers and stakeholders to assess the success of improvements made in terms of achieving regional congestion relief or mobility objectives. The Maricopa Association of Governments (MAG) and its RTP Partners have developed a solid performance measurement system foundation, yet specific targets needed to compare project performance against RTP goals have not been set—with the exception of bus transit and light rail. Thus, while a significant output of projects has been delivered, determining whether those projects and the future plans will achieve the goals of Proposition 400 to help the region meet its congestion, mobility, and quality of life needs cannot be fully measured at this point.

However, based on the documentation available, we found no substantive evidence to warrant drastic modification to the transportation system or specific projects. While success in meeting performance targets for freeway and arterial projects or corridors could not be measured, we found that transit performance is strong under the current plan. For example, the light rail element has far surpassed performance expectations. Given these results, we believe the RTP Partners should continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary.

- ❖ **Cost and Schedule Variance Appear Supported, Although Underlying Data is Difficult to Gather and Assimilate.** In our review of variance between planned project expenditures scheduled during Phase I of Proposition 400 and actual results, we found cost variances to be reasonably supported—however, we did not reassess related transportation engineer experts' design and cost estimates, nor have a baseline to determine whether the “right” design and scope decisions were made. Moreover, the dynamic nature and magnitude of the RTP, combined with ongoing changes and adjustments, make tracking budget history and funding evolution for the many RTP projects challenging. While certain documents exist to generally identify project changes, we could not weave together a full picture of plans, activities, and changes since the commencement of the Proposition 400 program for each individual project because data was inconsistent or incomplete between reports.

- ❖ **Criteria for Project Change is Vague and Documentation of Potential Impacts Provided to MAG Committees For Decision-Making Could be Improved.** With the billions of dollars involved with RTP projects, deliberations and discussions of options, risks, opportunities, impact, and rationale behind chosen courses are critical in implementing the regional transportation network. In Maricopa County, criteria and policies exist to guide each of the RTP Partners involved in making changes to the RTP, although such guidance is broad and vague. As such, the RTP Partners need to better memorialize deliberations and rationale behind proposed recommendations as well as provide more detail to MAG committee members on the impacts of proposed project changes on performance factors such as congestion, mobility, and safety. Moreover, although existing processes allow the public ample opportunity to provide input into the RTP, it can be difficult to navigate or to effectively insert oneself into the decision-making process—thus, improvements can be made.
- ❖ **Current Organizational Structure Provides Oversight, Although There are Opportunities to More Effectively Accomplish RTP Goals.** The RTP’s underlying organizational structure challenges Maricopa County with the multitude of stakeholder cities and diverse local interests. This is particularly evident within the bus and rail transit modes where responsibilities and activities are split between two separate agencies—generally, the only single county region in the United States that operates with separate bus and traditional rail agencies. Although legislation and the RTP placed the three modes—freeways, arterial, and public transportation (bus and rail) in individual agencies, improved coordination among the entities and more consolidated efforts between transit agencies could enhance effectiveness of operations. Better collaboration could be championed through enhancements to the function of the MAG Transportation Policy Committee. Additionally, strengthening the role of the Citizen’s Transportation Oversight Committee related to the RTP could make monitoring the RTP more effective and improve accountability to taxpayers.
- ❖ **Revenue and Expenditure Model is a Reliable Tool for Planning.** As with most transportation and transit projects nationwide, performance and planning is highly dependent upon a solid financial foundation that encompasses estimation and projection of anticipated revenues and costs. While transportation financing is inherently complex and difficult to predict with great accuracy, the revenue and expenditure estimation model factors, assumptions, and process employed for Proposition 400 is reasonable and consistent with best practices.
- ❖ **Air Quality Violations Remain a Concern and can Jeopardize the Completion of RTP Projects.** Over the last two decades, the successful completion of Maricopa County RTP projects has been at risk due to a number of instances of air quality violations and air quality issues continue to be a concern for the region. Although there is currently no federal funding freeze in place for RTP projects related to air quality concerns, the threat of future air quality control sanctions remains as decisions relative to the approval of a new mitigation plan are still outstanding and future environmental conditions may cause additional violations.

Key Recommendations

To add further accountability into the development and implementation of the RTP as well as increase efficiencies and effectiveness of the transportation projects, we highlight our key recommendations below:

- ❖ Take immediate action to establish baselines or targets for tracking performance of the RTP projects in achieving transportation mobility goals as well as communicate performance of projects completed to date through regular performance reporting;
- ❖ Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary;
- ❖ Create a “report card” for each project that reconciles Proposition 400 promises through the incremental changes to current RTP project status;
- ❖ Memorialize deliberations on project changes including rationale and impacts, and provide this more detailed information to oversight committees to ensure governing bodies have full information for decision-making;
- ❖ Strengthen the role of the MAG Transportation Policy Committee to provide greater guidance and establish protocols formalizing how projects and activities within modes will be coordinated, changed, and implemented in the RTP to maximize regional benefits;
- ❖ Task the region’s Citizen Transportation Oversight Committee with developing guiding principles for its operations and providing more deliberative actions and recommendations to oversight boards; and
- ❖ Continue to investigate cost efficiencies and service effectiveness that could result from combining bus transit and rail operations at a regional level.

Detailed Executive Summary

Similar to other taxpayers across the nation, Maricopa County voters extended an existing one-half-cent sales tax in November 2004, set initially to expire in 2005, for another 20 years with the passage of Proposition 400. While the previous proposition mainly concentrated the spending of increment tax funding on highway projects, Proposition 400 added a significant investment in rail projects, new and improved freeway and highways, ambitious street improvement programs, and bus transit features. These projects were specified and incorporated into the Regional Transportation Plan (RTP). An RTP is a long-range planning document that captures related projects with the intent of addressing the region's transportation needs, and the RTP is a required element under federal regulations to receive federal transportation dollars. Proposition 400, as well as the RTP, emphasizes several transportation-related modes including freeway, street, and bus and rail transit, creating a multi-dimensional, complex, and challenging program. Known as the RTP Partners, the primary entities involved in the region's transportation network are:

- Maricopa Association of Governments (MAG), responsible for transportation planning
- Arizona Department of Transportation (ADOT), tasked with freeway improvements
- Regional Public Transportation Authority (RPTA), responsible for bus transit operations
- Valley Metro Rail, Inc. (METRO), overseeing light rail development and operation

A description of the roles and responsibilities for each entity are provided in the report section titled "Understanding Maricopa County's Regional Transportation System."

In terms of performance of the regional transportation system, the RTP set forth a series of overarching or global performance goals and objectives that are aligned with statutory requirements. However, MAG cannot demonstrate whether projects completed to date successfully met the goals and objectives established for the RTP. With the exception of bus transit and rail projects, there are no project, corridor, or systemwide targets for freeway and arterial projects, or complete performance data captured to measure how the RTP's transportation improvement projects actually impact the goals relating to mobility, congestion, air quality, or quality of life—even though more than five years of the 20-year tax has already passed. Recently, MAG began developing a performance measurement system intended to provide the needed tools to gauge regional progress toward meeting performance goals. However, we believe it critical in this effort to establish performance targets immediately. Once completed, these performance driven tools will provide decision makers with tangible measures of Proposition 400 efforts and data to assess the value of one project over another. For transit modes within the RTP, the two transit agencies, RPTA and METRO, took steps in 2006 after the proposition's passage to develop and complete a performance measurement system for bus and light rail transit based on national best practices with established goals, targets, and performance data.

Based on that review of performance data and other available documentation, we found no substantial evidence to warrant drastic modifications to the transportation system or specific projects. While success in meeting performance targets for freeway and arterial projects or corridors could not be measured, we found that transit performance is strong under the current

plan—for instance, the light rail element of the plan has far surpassed performance expectations. As a result, we believe the RTP Partners should continue to implement the current transportation system and strive to continually reassess system performance to make modifications as needed.

Our review also evaluated the impact of project changes against budgets and schedules to actual expenditures and completion dates and found significant variances. Although we did not re-evaluate the appropriateness of transportation engineer experts' technical design and scope estimates, we found explanations for changes were reasonably supported and documented in project files. However, it is very difficult to track incremental changes made to a single project or large program of projects over their multi-year life cycles. Thus, we could not weave together a full picture of plans, activities, changes, and adjustments since the commencement of the Proposition 400 program for all individual projects. Further, we found data supporting project changes within reports inconsistent and incomplete between these reports. To ensure stronger accountability to the public and to assist its own project managers and oversight committees, MAG and its RTP Partners should employ a “report card,” “dashboard,” or some other reconciliation tool to match Proposition 400 promises to current RTP project status. Such a tool could also include a summary of significant project changes, budget to actual costs and schedule data, and project performance data.

The RTP covers a 20-year horizon and adjustments are continually triggered by events such as environmental circumstances, demand fluctuations, and available funding. The downturn in the American economy has impacted the region and has severely reduced sales taxes and highway user revenues in recent years; these funds finance RTP projects. We found that formal processes and policies exist to guide the transportation and transit entities responsible for making changes to the RTP; however, there was limited documentation available to demonstrate how projects were evaluated against the criteria for reprioritization or how performance data was used in making informed decisions about project and RTP adjustments. Additionally, we noted that certain policies created to provide funding equity in individual local jurisdictions somewhat counteract the benefit of using performance data as a basis for decision-making. As a result, these policies could be creating impediments towards achieving regional RTP goals.

The underlying deliberations and proposed recommendations on project changes and reprioritizations are discussed within staff working group meetings for transit and arterial projects as well as with transit oversight committees before reaching those MAG committees charged with overseeing changes and approving the RTP. However, only limited information about the rationale behind certain recommendations or impact of decisions on congestion, mobility, and safety related to RTP project changes for all modes is provided to the MAG oversight committees. Moreover, while we found the public has ample opportunities to provide input on the RTP as well as on changes proposed for this plan, the process can be difficult to understand and navigate.

The organizational and governance structure in place in Maricopa County over the RTP, with the exception of bus transit and rail, is similar to peers across the nation. Together the RTP Partners have a multitude of boards and committees to oversee the regional plan in addition to overseeing projects and providing vision for individual projects. While the partners have several memorandums of understanding to aid in their collaboration and communication, these processes

could be strengthened by establishing guidelines clarifying codes of conduct, conflict resolution, and specific communication protocols.

Further, we believe certain changes in committee responsibilities and reporting relationships would strengthen oversight and enhance accountability. For instance, the MAG Transportation Policy Committee, responsible for developing the RTP, should provide stronger guidance and establish protocols for coordinating projects, modes, and processes for how freeway, street, and transit project changes will be determined. Additionally, changes to the structure, practices, and function of the Citizens' Transportation Oversight Committee that advises and makes recommendations to the RTP Partners could improve its effectiveness and increase public accountability and input.

Our review also revealed that governance and oversight of regional transportation in Maricopa County faces somewhat unique challenges because of the multitude of regional entities and boards, as well as cities with diverse interests and local funding streams. These local jurisdictions retain the ability to make locally-focused decisions that may not necessarily benefit region-wide transportation needs or address regional RTP goals. We found these challenges surface not only in the street programs but are particularly evident in bus and rail transit where the RTP responsibilities and activities are split between two separate agencies—RPTA and METRO. However, these two entities have started evaluating whether possible operational efficiencies and programmatic outcomes could result from some type of combination. In fact, national studies suggest that potential cost savings and more effective service outcomes to transit riders could be achieved by consolidating RPTA and local jurisdictional activities.

As with most transportation and transit projects, planning and performance is highly dependent upon a solid financial foundation that encompasses reliable estimation and projection of anticipated revenues and costs. Although transportation financing is inherently complex and difficult to predict given the variables outside of an estimator's control such as market and environmental factors as well as project timelines that span many years, we found the RTP's revenue and expenditure estimation model factors, assumptions, and processes were reasonable and consistent with best practices. However, in addition to traditional revenue factors that impact the funding of RTP projects are the implications of several federal air quality violations that continue to be a concern for the region. As such, the threat of future revenue sanctions imposed by the federal Environmental Protection Agency remains a persistent pressure.

While the RTP Partners have made great strides in establishing and managing Maricopa County's complex transportation network over the first five years of the Proposition, this audit provides a series of recommendations to help the RTP Partners and their related activities be more efficient and effective in their implementation of the RTP as well as demonstrate stronger accountability for the performance goals of the plan. Below, we highlight several of the more significant recommendations:

- Establish and quantify what the MAG Regional Council, in collaboration with its partners, expects to achieve through implementation of the RTP—this includes setting targets, building baselines for performance, and formally analyzing and measuring all available performance data against the set baselines at the system, corridor, and project levels to insert more accountability into the process.

- Communicate project and system performance results in meeting goals and targets of the RTP to committees and the public on a quarterly basis, at a minimum.
- Continue to implement the current transportation system and strive to continually reassess system performance to make modifications as necessary.
- Create a “report card” feature to provide quick, 1-page project snapshots summarizing project budget and schedule project performance measures and progress toward targets, and highlights of project changes to scope, schedule, or cost.
- Memorialize rationale for recommendations and impact on congestion, mobility, and safety behind project reprioritization decisions and program changes to ensure documentation exists linking projects changes suggested with an assessment or ranking against the formal priority criteria established.
- Develop and use a performance based model as part of project change and reprioritization processes on a go forward basis to enhance both transparency of the process and accountability to legislative mandates and the public.
- Summarize and communicate data to MAG oversight committees on options available and alternatives considered, risk and opportunities for each alternative, impacts of each alternative related to congestion or performance such as mobility and safety, and rationale behind final recommendations.
- Continue efforts to develop a user-friendly guide book providing a public “road map” clarifying how the public can influence transportation projects, at what points input can be provided in the RTP development and update process, and where citizens can go to get information.
- Strengthen oversight by fully utilizing the MAG Transportation Policy Committee in a stronger and more proactive leadership role in setting the expectations for RTP-related activities. Additionally, reaffirm the role of the Citizens’ Transportation Oversight Committee and increase its effectiveness through several suggested changes.
- Continue to investigate cost efficiencies that could result from combining RPTA and METRO operations, and implement measures as soon as practical to realize maximum value from such initiatives. Also, work towards realizing more benefits from regionalizing bus transit activities by strengthening the regional entity role and implementing regional activities that have potential for cost savings or better outcomes for riders such as route scheduling, fleet planning and purchasing, fare inspection and collection, coordinated automated tools, and regional service hearings.

We conducted this audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.