

January 15, 2013

TO: Members of the Transportation Policy Committee

FROM: Mayor W. J. "Jim" Lane, City of Scottsdale, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 12:00 noon
Wednesday, January 23, 2013
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

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

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

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

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

c: MAG Regional Council
MAG Management Committee

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
January 23, 2013**

COMMITTEE ACTION REQUESTED

<p>1. <u>Call to Order</u></p>	
<p>2. <u>Pledge of Allegiance</u></p>	
<p>3. <u>Call to the Audience</u></p> <p>An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.</p>	<p>3. Information.</p>
<p>4. <u>Approval of Consent Agenda</u></p> <p>Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).</p>	<p>4. Recommend approval of the Consent Agenda.</p>

ITEMS PROPOSED FOR CONSENT*

<p>*4A. <u>Approval of the October 17, 2012, Meeting Minutes</u></p>	<p>4A. Review and approval of the October 17, 2012, meeting minutes.</p>
<p>*4B. <u>Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road</u></p> <p>On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on</p>	<p>4B. Recommend approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.</p>

Main Street, from Mesa Drive to Gilbert Road. Formal comment on the proposed major amendment is required from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments. On November 14, 2012, the Maricopa County Board of Supervisors recommended approval, on November 15, 2012, the Regional Public Transportation Authority recommended approval, and on November 16, 2012, the State Transportation Board recommended approval of the proposed major amendment. The Citizens Transportation Oversight Committee also voted to support this project on November 27, 2012. This item is on the January 16, 2013, MAG Management Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

*4C. MAG Federally Funded Locally Sponsored Project Development Status Report and Project Changes

The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outlines the requirements for local agencies to submit status information on the development of their federally funded projects. The MAG Federally Funded Locally Sponsored Project Development Status Report (Status Report) focuses mainly on projects funded with Congestion Mitigation and Air Quality (CMAQ) funds that are programmed to obligate in federal fiscal year (FFY) 2013 and FFY 2014. The information collected in the Project Development Status workbook enables the completion of a financial analysis of the Transportation Improvement Program (TIP) and the calculation of available funding for closeout. The Status Report contains all information gathered for a Tier 1 evaluation. Tier 2 information is also included where project sponsors are requesting to advance projects from FFY 2014 to FFY 2013. This item was recommended for approval at the December 10, 2012, Street Committee and the December 13, 2012,

4C. Recommend approval of federal fund projects to be deferred, deleted, advanced, and changed, and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

Transportation Review Committee. Additionally, an integrity check was performed on the ALCP changes approved on September 26, 2012, and minor administrative corrections to the TIP are included in the project change sheet. This item is on the January 16, 2013, MAG Management Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

*4D. Year End Closeout Report of Federal Fiscal Year 2012 Funds, and Evaluation of Federal Fiscal Year 2013 Funding Levels for Tier 3 Programming

The MAG Regional Council approved the MAG Federal Fund Programming Guidelines & Procedures (Guidelines), on October 26, 2011. Programming of Federal funds is a dynamic process and MAG staff continuously monitor the approved Transportation Improvement Program (TIP) projects throughout the year, and an evaluation in detail of the projects included in the TIP is completed twice each year. After the detailed analysis of the TIP, and if funding is available or projected to be available for the current and/or upcoming fiscal year, Tiers 2 and 3 processes are undertaken as described in the Guidelines. For FFY 2013, two scenarios were proposed for discussion to address available funds. On December 13, 2012, the Transportation Review Committee recommended scenario two for approval. This item is on the January 16, 2013, MAG Management Committee agenda. An update will be provided on action taken by the committee. Please refer to the enclosed material.

4D. Recommend approval of Scenario Two for the Tier 3 closeout of Federal Fiscal Year (FFY) 2013 projects. Scenario Two funds all Congestion Mitigation and Air Quality (CMAQ) project phases that will obligate in FFY 2013 at the maximum federal share, up to 94.3 percent, of eligible project costs, and fund the design phases that can obligate by June 28, 2013, for currently programmed FFY 2014 CMAQ construction and procurement projects; and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

ITEMS PROPOSED TO BE HEARD

5. Report on the Freight Transportation Framework Study

On October 27, 2010, the MAG Regional Council approved the consultant selection for the MAG Freight Transportation Framework Study. The goal of the study is to identify freight related economic development opportunities in the Sun Corridor. The freight team conducted surveys, analyzed commodity flows, met with stakeholders, and analyzed 16 freight opportunity locations

5. Information and discussion.

throughout the Sun Corridor. MAG staff will provide an overview of the final results of the study and discuss next steps. It is anticipated that the study will be reviewed at the March 6, 2013, retreat of the Joint Planning Advisory Council. Please refer to the enclosed material.

6. Interstate 11 and Intermountain West Corridor Study

The Arizona Department of Transportation (ADOT) and the Nevada Department of Transportation (NDOT) have initiated a corridor study for the congressionally designated Interstate 11 corridor between Phoenix and Las Vegas. The corridor study is determining the needs for upgrading existing US-93 between Wickenburg, AZ, and Henderson, NV; providing further research for connections in the metropolitan Phoenix area along the proposed Hassayampa Freeway corridor; and determining how to extend the corridor beyond Phoenix to the south toward Mexico and north of Las Vegas to Canada. The Transportation Policy Committee will be briefed on the progress of this effort and the initial findings from the first six-months of study. The corridor study will be completed in the Summer of 2014. Please refer to the enclosed material.

7. MAP-21 - A Federal Highway Administration Program Overview and Estimated Funding Levels for the MAG Region

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 restructures core highway formula programs and merges and consolidates formula programs. Although MAP-21 achieves dramatic policy and programmatic changes, reform of the way highway and transit programs are funded remains a challenge for the future. New apportionments have been announced and an overview of FHWA programs, and expected regional federal funding levels will be presented.

6. Information and discussion.

7. Information and discussion.

8. Update on Studies for the Interstate 10 and Interstate 17 Corridors

At the September 19, 2012, Transportation Policy Committee, a presentation was made on the recommendation by the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), and MAG to suspend the Environmental Impact Statement (EIS) and Corridor Studies for Interstates 10 and 17. The decision for suspending these efforts was to take time and identify whether the studies were consistent with the planning efforts identified in the Regional Transportation Plan, as well as with recent conclusions from MAG's continuing planning efforts through the Southeast Corridor Major Investment Study and the Managed Lanes Network Development Strategy project. Staff from ADOT, FHWA, Valley Metro, and MAG, and the Cities of Chandler, Phoenix, and Tempe, met in a workshop to study this consistency and through discussion identified a path forward toward improving this central interstate route that represents the transportation Spine of the Valley. The Committee will be provided a briefing about the workshop outcomes and the path forward identified by this working group.

9. Legislative Update

An update will be provided on legislative issues of interest.

10. Request for Future Agenda Items

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

11. Comments from the Committee

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

Adjournment

8. Information and discussion.

9. Information, discussion, and possible action.

10. Information and discussion.

11. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

October 17, 2012
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|---|---|
| Mayor W. J. "Jim" Lane, Scottsdale, Chair | * Mark Killian, The Killian Company/Sunny Mesa, Inc. |
| Mayor Jackie Meck, Buckeye, Vice Chair | * Lt. Governor Stephen Roe Lewis, Gila River Indian Community |
| F. Rockne Arnett, Citizens Transportation Oversight Committee | * Garrett Newland, Macerich |
| Ron Barnes, Total Transit | * Mayor Marie Lopez Rogers, Avondale |
| # Mayor Bob Barrett, Peoria | Mayor Georgia Lord, Goodyear |
| * Dave Berry, Swift Transportation | # Mayor Elaine Scruggs, Glendale |
| * Jed Billings, FNF Construction | Councilmember Jack Sellers, Chandler |
| * Councilmember Ben Cooper, Gilbert | Mayor Scott Smith, Mesa |
| Mayor Mark Mitchell, Tempe | * Mayor Greg Stanton, Phoenix |
| * Councilmember Dick Esser, Cave Creek | # Karrin Kunasek Taylor, DMB Properties |
| Joseph La Rue, State Transportation Board | Supervisor Max W. Wilson, Maricopa County |
| | Mayor Sharon Wolcott, Surprise |

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

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair W. J. "Jim" Lane at 12:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Elaine Scruggs, Mayor Bob Barrett, and Karrin Kunasek Taylor participated in the meeting by telephone.

Chair Lane welcomed Mayor Mark Mitchell of Tempe to his first meeting as a member of the TPC.

Chair Lane stated that this was the last TPC committee meeting for Mayor Elaine Scruggs, a charter member of the TPC, and former Vice Chair and Chair. Chair Lane thanked Mayor Scruggs for making a difference through her leadership and service to the TPC and to this region.

Mayor Scruggs stated that the TPC made all the difference with transportation. She said that she was proud to have been a part of the growth of MAG, which is a very professional organization. Mayor Scruggs wished the TPC well and said she knew it would do great things to build the transportation system it designed.

Chair Lane requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda, and then turn in the cards to staff, who will bring them to him. He stated that parking garage validation and transit tickets for those who used transit to attend the meeting were available from staff.

3. Call to the Audience

Chair Lane stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee 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.

No requests for public comment were received.

4. Approval of the September 19, 2012, Meeting Minutes

Supervisor Wilson moved to approve the September 19, 2012, meeting minutes. Vice Chair Meck seconded, and the motion passed unanimously.

5. Arterial Life Cycle Program Project Removal and Gilbert Road Light Rail Extension

Eric Anderson, MAG Transportation Director, first expressed his appreciation to Mayor Scruggs for her leadership. Mr. Anderson stated that he had worked closely with Mayor Scruggs for the past twenty years or so, and he noted that ten years ago this month, the TPC was in the second month of its development of the Regional Transportation Plan.

Mr. Anderson stated that the City of Mesa is requesting to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right-of-way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. Since the funding stream that is associated with the 16 street projects does not align with the timing needed for the light rail construction, Mesa would provide interim funding using Transportation Project Advancement Notes (T-PAN), which

would be paid back with federal STP funds. Mr. Anderson noted that the light rail segment is scheduled to open in 2017. Mr. Anderson stated that reimbursements to Mesa would be subject to any changes in the ALCP schedule.

Mr. Anderson stated that the average daily ridership on the light rail system is 50,000, a number that exceeds the 20-year forecast. He stated that the Sycamore Station, which is the end of the light rail line in the East Valley, accounts for nearly ten percent of the light rail ridership and has seen a 16.3 percent increase in ridership between 2009 and 2011.

Mr. Anderson stated that Gilbert Road provides a better end of line station than Mesa Drive because it provides better north/south access, is nearby downtown Mesa and has connections to Loop 202, SR-87, and the Santan Freeway. He noted that the average daily ridership for the Central Mesa extension, currently under construction, is projected at 4,500 and the Gilbert Road Extension is projected to add another 4,000 riders daily.

Mr. Anderson explained that regional sales tax funds from Proposition 400 cannot be moved between programs but federal funds can be moved. For example, Surface Transportation Program (STP) funds can be used for a wide variety of projects, including transit projects. Mr. Anderson stated that Mesa has identified federally funded, Mesa ALCP street projects that are low priority or are unlikely to be completed. He reported that Mesa will issue financing since project funding requirements and payments to Mesa will be subject to ALCP schedule adjustments.

Mr. Anderson advised that the addition of a light rail extension of over one mile triggers the RTP Major Amendment Process under the statutory provisions of Proposition 400. He added that the removal of street projects does not trigger the RTP Major Amendment Process, which applies only to transit and freeways.

Mr. Anderson stated that the ALCP projects proposed for deletion include Meridian Road, Higley Road Parkway, projects that are now the responsibility of a developer, or projects no longer needed in the timeframe of the ALCP.

Mr. Anderson stated that the Meridian Road project borders the jurisdictions of Maricopa and Pinal Counties, and he added that there is little development on the Pinal County side of the street. He reported that the project is not needed in the planned time horizon due to a change in the rate and pattern of development, and additionally, there are major drainage issues east of Meridian Road.

Mr. Anderson stated that the Higley Road Parkway project was originally envisioned as a north/south parkway. He said that the project proposed grade separated intersections, which would severely restrict access to businesses on Higley Road. In addition, constructability issues and neighborhood impacts make this project not feasible.

Mr. Anderson stated that road projects on Guadalupe Road and Baseline Road would be the responsibility of developers. He noted that maps in the agenda packet show the configurations and reasons the projects were being proposed to be deleted from the ALCP. Mr. Anderson pointed out

the unimproved areas and said that they anticipate that improvements to the roadway will be made by the developer when the adjacent land is developed. He noted that the economic downturn could not have been anticipated ten years ago.

Mr. Anderson stated that Country Club and Brown is a project that is no longer needed. He said that intersection was to be improved to provide three through lanes, however, Country Club is a six-lane roadway and Brown Road is a four-lane roadway west of Country Club. Mr. Anderson stated that MAG ran an analysis on this intersection with the current configuration and the results showed that improvements to the intersection are not needed due to low projected traffic volume.

Mr. Anderson stated that another project no longer needed is Thomas Road north of Loop 202, which borders in part the Salt River Pima-Maricopa Indian Community. He stated that improvements are not needed as there is no development nearby and low traffic volume is anticipated.

Mr. Anderson stated that the Gilbert Road Light Rail Extension project cost estimate totals \$133 million (\$112 million in construction and \$21 million in interest). He advised that Mesa's cost responsibility will be \$7.2 million, which represents the 5.7 percent local match required for federally-funded projects, and will be covered by savings from other projects.

Mr. Anderson reviewed the schedules for the Central Mesa Extension and the Gilbert Road Extension. If recommended for approval by the TPC, action is anticipated by the Regional Council on October 24, 2012. Mr. Anderson stated that an approval will trigger consultation on the proposed Major Amendment, which will require that formal votes be taken by the Maricopa County Board of Supervisors, the Regional Public Transportation Authority (RPTA), and the State Transportation Board. He stated that the cities, towns, Indian communities, and CTOC can submit comments but do not need to vote.

Mr. Anderson stated that presentations of the proposal will be given to the MAG Transportation Review Committee on October 25, 2012, and the Management Committee on November 7, 2012. He explained that this item began at the TPC level because it represents a major policy shift.

Mr. Anderson stated that following the Major Amendment consultation, the item would be brought back to the MAG Management Committee, Transportation Policy Committee, and Regional Council for action in January 2013 to amend the Regional Transportation Plan and Transportation Improvement Program to incorporate the changes, pending air quality conformity. After the finding of conformity, action to amend the Regional Transportation Plan and Transportation Improvement Program is anticipated in February 2013.

Mr. Anderson displayed the requested action and summarized it by saying it would remove the 16 projects from the ALCP, reallocate those funds to the light rail project to Gilbert Road, and initiate the major amendment process to add the 1.9 mile light rail segment.

Chair Lane thanked Mr. Anderson for his report and asked if there were questions.

Dennis Smith asked Mr. Anderson to explain the assumption of risk of a loan. Mr. Anderson stated that typically, an agency provides financing to advance a project and the repayment is by future federal funds. He added that if adjustments need to be made to the repayment schedule for the ALCP, the repayments to the agency would also shift. For example, ALCP repayments would need to be readjusted if federal funds are lower. Mr. Anderson noted that the agency is the one who assumes the risk.

Chair Lane asked for clarification that by taking action, MAG is affirming that Mesa has made the determination that the street projects are not crucial to their transportation plan within the city and is making a judgment that this is consistent and works within the regional transportation plans. Mr. Anderson replied yes. He said that MAG has been working closely on this with the City of Mesa and did its own independent analysis of the 16 projects that resulted in the same conclusions as the City's. Mr. Anderson stated that staff ran the regional transportation model. He said that staff has done its due diligence and concurs with the City of Mesa.

Chair Lane asked if this action would set a precedent on major plan amendments. Mr. Anderson replied that funds previously have not been moved from one program (arterial) to another program (transit). He added that due to firewall provisions, sales tax funds cannot be moved from one program to another, but the funds being moved in this project are federal funds and are eligible for this use. Mr. Anderson stated that they do not anticipate other requests to move projects from the ALCP, but it is possible. He stated that the City of Mesa had a large inventory of ALCP projects and had some flexibility to do this.

Chair Lane asked if the major policy shift mentioned by Mr. Anderson represented a significant change, even related to federal funds. Mr. Anderson replied not really. He said that highway funds have been flexed to transit many times in the past; this just represents the first time that ALCP funds had been moved to transit. Mr. Anderson noted that a substantial amount of Congestion Mitigation and Air Quality Improvement funds are flexed annually to transit.

Chair Lane asked for clarification of a major policy shift. Mr. Anderson stated that it is a change because it takes money from the street program and transfers it to the transit program.

Mr. Arnett moved to recommend approval to (1) remove federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) program federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG

Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

Mr. Arnett stated that he was on the TPC when the Regional Transportation Plan was developed and he is familiar with the Mesa projects. As stated, many of the street projects are going to be done by developers. Mr. Arnett noted that most importantly, times have changed, and rail and transit have changed the landscape of the Valley. He stated that development along the light rail line has been accepted, is popular, and is gaining momentum. Mr. Arnett stated that times have changed and it is appropriate to make adjustments. He noted that the projects are all within the City of Mesa, and if the City wants this for their citizenry, the changes are appropriate.

Mayor Mitchell seconded the motion.

Mayor Smith expressed appreciation to MAG and METRO and said he hoped that everyone supported this item. He stated that the City of Mesa does not take changing the plan lightly, but it saw an opportunity and how important light rail is to the region. Mayor Smith stated that the light rail extension will have an impact on Mesa and on the system as a whole. He stated that people in the Western part of the United States use light rail differently than those in the East. In the West, people drive to park and ride lots, board light rail, and go to cities beyond their own downtown – from one part of the region to another part of the region. Mayor Smith stated that Mesa is willing to invest in this project and take a risk because they feel it is best for the City and for the region long-term. He expressed his appreciation to the TPC for their willingness to consider this approach. Mayor Smith stated that Mesa has accelerated highway projects before, including the completion of Loop 202. He remarked that accelerations are huge economic benefits, and he believed there would not be commercial air service at Phoenix-Mesa Gateway Airport if Loop 202 had not been finished. Mayor Smith stated that the City of Mesa also accelerated the completion of SR-24 using nearly \$100 million in cost savings from construction and right-of-way. He expressed appreciation for all of the staffs getting together and realizing times change and also for the willingness to make adjustments. Mayor Smith stated that they realize that funds are not unlimited and this is a better option for cities, taxpayers, and the region, instead of an outdated plan. He requested support for this item.

Mayor Wolcott expressed her support for the motion. She stated that this represents an historic moment for what is done in the region. This is about being flexible, adjusting to changes as the region grows, and not being married to an idea popular ten years ago. Mayor Wolcott stated that she thought this item was responding more to the needs of residents than the needs of jurisdictions. She expressed support for being able to flex funds and spending them to meet the needs of the people on the ground today. Mayor Wolcott stated that she thought the change was a wise move.

Supervisor Wilson called the question. The vote on the motion passed unanimously.

6. 2012 Annual Report on the Status of the Implementation of Proposition 400

Roger Herzog, MAG staff, stated that A.R.S. 28-6354 requires that MAG issue an annual report on projects included in Proposition 400. The 2012 Annual Report is the eighth report in this series and covers the status of the life cycle programs for freeways/highways, arterial streets, and transit. He noted that the full report is posted on the MAG website. Mr. Herzog stated that a public hearing on the annual report is scheduled for November 15, 2012.

Mr. Herzog stated that all life cycle program costs and revenues were balanced at the end of FY 2010, however, the long-range revenue forecasts again decreased in FY 2011 and FY 2012. Mr. Herzog stated that rebalancing the life cycle programs continued to be a major focus of MAG, ADOT and RPTA during FY 2012.

Mr. Herzog stated that the forecasts of regional revenues of the half-cent sales tax through FY 2026 show a 23.7 percent decrease in FY 2011 and a 3.4 percent decrease in FY 2012. He noted that the FY 2012 actual half cent sales tax collections increased 4.8 percent. Mr. Herzog advised that this is the second year in a row it increased after three years of decline, however, half-cent receipts for FY 2012 remain 17.3 percent lower than those in FY 2007.

Mr. Herzog stated that the recurrence of an imbalance between projected costs and expected revenues in the Freeway Life Cycle Program resulted from lower revenue forecasts in FY 2011 and FY 2012. He stated that this resulted in the development of scenarios to balance the program and the Regional Council approved a scenario in May 2012. Program adjustments included rescheduled projects on the South Mountain Freeway and Interstate 10/Maricopa Freeway; transferred funding from the SR-303L (US-60 to I-17) to SR-303L (I-10 to MC-85); and a reduced I-17 (101L to I-10/Split) budget by \$300 million. Mr. Herzog stated that significant progress was made on projects during FY 2012. Among those were new high occupancy vehicle lanes on Loop 101 and Loop 202/Santan were completed. Those projects advertised for bids or under construction include SR-85 and Loop 303 freeway segments.

Mr. Herzog then addressed the Arterial Streets Life Cycle Program. The recurrence of an imbalance in the ALCP resulted from lower revenue forecasts, with a funding deficit of approximately \$40 million through FY 2026, as well as negative year-end cash balances. Mr. Herzog stated that a rebalancing scenario for the Arterial Life Cycle Program was approved on September 26, 2012 by the MAG Regional Council. He noted that program adjustments include eliminating bonding and adjustments for inflation and deferring reimbursements by one to three years. Mr. Herzog advised that the rebalancing scenario includes no reimbursement cuts or dropped projects. He stated that during FY 2012, \$103 million was reimbursed to lead agencies, \$327 million has been disbursed, and 30 arterial projects have been completed. Mr. Herzog added that \$61 million in reimbursements is anticipated during FY 2013.

Mr. Herzog then detailed the Transit Life Cycle Program. He said that an imbalance in costs and revenues was identified in FY 2011. During FY 2012, RPTA/METRO moved forward with rebalancing the Transit Life Cycle Program by adjusting future services and capital projects to meet

the projected revenues. Mr. Herzog advised that a rebalanced update of the 2012 Transit Life Cycle Program was approved on May 17, 2012, by the Valley Metro RPTA and METRO boards of directors. He stated that since the start of program, 17 new bus routes were implemented, three new light rail extensions were scheduled for completion in FY 2016, and ongoing operations were funded.

Mr. Herzog stated that a performance audit of the Regional Transportation Plan by the Auditor General is required every five years by A.R.S. 28-6313, and the first audit was released on December 21, 2011. He said that the audit found there was “no substantial evidence to warrant drastic modifications to the transportation system (plan) or specific projects.” Mr. Herzog stated that the audit provided 27 recommendations aimed at more efficient and effective implementation of the Transportation Plan, as well as stronger accountability for the performance of the plan. He advised that MAG, RPTA/METRO and ADOT, the Regional Transportation Plan partners, are jointly pursuing the recommendations.

Mr. Herzog stated that ongoing issues include the economy and its impact on transportation revenue collections, the impacts of new federal transportation legislation on funding, the need to make adjustments to project scopes, costs and programs, and continued implementation of the recommendations of the performance audit.

Chair Lane thanked Mr. Herzog for his report. No questions for Mr. Herzog were noted.

7. MAG Managed Lanes Network Development Strategy - Phase I - Project Update

Bob Hazlett, MAG staff, provided an update on the MAG Managed Lanes Network Development Strategy - Phase I Project. He noted that this item was on the agenda for information and discussion. Mr. Hazlett stated previously, he reported to the TPC technical information on managed lanes. This update would provide information on toll revenue modeling.

Mr. Hazlett stated that there are dedicated lanes for one or more user groups in a managed lanes concept. He noted that this region utilizes managed lanes through its high occupancy vehicle (HOV) system, which is the fourth largest in the nation. Mr. Hazlett stated that the primary benefit of managed lanes is travel time savings and reliability. He noted that one of the things this study has been looking at is price managed lanes, where a single occupant vehicle is allowed to use the HOV lane at a price.

Mr. Hazlett pointed out on a map that there are currently 15 projects in the United States that use price managed lanes, and they are becoming more prominent in the construction of new or retrofit projects. Mr. Hazlett stated that four mega-projects valued between \$1.8 billion and \$2.6 billion are currently being constructed in the nation: the Capital Beltway (I-495) near Washington, DC; IH-635 LBJ Freeway in Dallas, Texas; the North Tarrant Expressway in Dallas, Texas; and the I-595 in Fort Lauderdale, Florida. Mr. Hazlett noted that a public private partnership to construct improvements could be a possible option on Interstate 10 or Interstate 17 in the MAG region.

Mr. Hazlett stated that the managed lanes study began one year ago, led by Parsons Brinckerhoff. He said that in screening the network for capacity based on volume, the most promising corridors for managed lanes were those that were indicated in green on the map he displayed. Mr. Hazlett stated that there are constructability issues in some corridors, mostly in developed areas.

Mr. Hazlett stated that the goal is to look at the network from a systemwide viewpoint. He stated that two scenarios were developed: Scenario One (single lane HOT system) and Scenario Two (dual lane HOT system).

Mr. Hazlett stated that to conduct toll and revenue modeling, the consultants used toll models from other cities because this region does not have any toll facilities. He said that the consultants ran a calculation of construction and operations cost estimates.

Mr. Hazlett stated that the 25-mile price managed lane system in Salt Lake City has been in use for five years and they are looking to expand it. He stated that the Utah Transit Authority is required to provide a report on performance measures to the Utah State Legislature, and the report found that safety in managed lanes is better than general purpose lanes as a result of more consistent speeds.

Mr. Hazlett stated that the performance criteria include level of service, peak period travel time savings, travel speed, and single lane and dual lane revenue and costs. He noted that the analysis showed that a managed lanes system would pay for itself. Mr. Hazlett pointed out on a map the top performing segments utilizing single and dual managed lanes, and noted that the study showed that a 60 m.p.h. speed on managed lanes and a 20-30 m.p.h. speed in the general purpose lanes. He stated that the Spine would perform very well with dual lanes.

Mr. Hazlett stated that the study showed that a managed lanes network would provide reliability, be possible to construct, require legislative action, be revenue recovery sufficient, be a feasible solution, and need a policy recommendation. He stated that in the meeting cycle beginning next month, policy guidance and action on moving forward will be requested of the MAG Management Committee, Transportation Policy Committee, and MAG Regional Council.

Chair Lane thanked Mr. Hazlett for his report and asked if there were any questions.

Mr. La Rue noted a previous presentation that stated that the western segment of Interstate 10 was the most congested and today's presentation stated that dual managed lanes would work best in that segment. He added that another presentation was given on light rail operating in the core of western Interstate 10. Mr. La Rue asked if there was sufficient room on western Interstate 10 to accommodate light rail and dual managed lanes. Mr. Hazlett replied yes, ADOT's management consultant working on the study of Interstate 10 from the Stack to Loop 101 has indicated there is sufficient room to accommodate both. Mr. Hazlett added that this segment of Interstate 10 is one of the last segments to be constructed, and as a result, ADOT purchased a lot of right-of-way. He added that there is almost 350 feet of right-of-way.

Mr. La Rue asked if this study would be looking at managing access to freeway lanes and to arterial streets adjacent to freeways, similar to how air traffic control spaces planes. Mr. Hazlett replied yes, and said that at the May 2012 presentation to the TPC he spoke about active traffic management, a companion system to managed lanes, to allow better ramp metering and ramp signal timing for controlling freeway access, and to identify where traffic can access managed lanes. Mr. Hazlett stated that currently, there is unrestricted access, and he added that this is something that will need to be worked out with ADOT. Mr. La Rue noted that work with local jurisdictions would also be needed because of impacts to streets.

Chair Lane asked if there were any further questions. A member of the audience raised his hand. As this item was not on the agenda for action, public comment would have been taken at Call to the Audience. Mr. Smith offered the assistance of MAG staff after the meeting to speak to the citizen.

8. Request for Future Agenda Items

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

Mayor Wolcott stated that she thought a worthwhile discussion would be the takeaways from the Utah transit trip. She noted that Utah had accomplished a lot: 12 years ago, it had virtually no transit system and now it is almost complete. Mayor Wolcott thought it would be helpful to start this discussion at the TPC before Regional Council. She suggested convening the attendees first who would then report back to the TPC to identify a single unified vision.

Chair Lane asked Mr. Smith for his ideas on agendizing this item. Mr. Smith stated that the takeaway he has gotten from these trips is political alignment gets things done.

Mayor Wolcott stated that one way to get political alignment is to get people talking and have discussions. She said that she saw a lot of eyes opened on the trip and people were stunned at the economic impacts from making appropriate transportation decisions and investments.

Mr. Smith stated that Jim Rounds will be giving a presentation to the Economic Development Committee and the map he shows describes how Colorado, Utah, and New Mexico are competitive and Arizona is not.

9. Comments from the Committee

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

No comments were noted.

Adjournment

There being no further business, Mayor Wolcott moved and Supervisor Wilson seconded and the meeting adjourned at 1:10 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 15, 2013

SUBJECT:

Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road

SUMMARY:

On October 24, 2012, the MAG Regional Council requested consultation on the proposed major amendment to the Regional Transportation Plan (RTP) to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. Formal comment on the proposed major amendment is required from the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors. Cities and towns, Native American Indian communities, and the Citizens Transportation Oversight Committee (CTOC) may also provide comments. On November 16, 2012, the State Transportation Board recommended approval. On November 14, 2012, the Maricopa County Board of Supervisors recommended approval, and on November 15, 2012, the Regional Public Transportation Authority recommended approval of the proposed major amendment.

With this recommended approval, the air quality conformity analysis process and technical modifications to the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) can move forward. Once the analysis is complete, the results will move through the MAG Committee process in March and April 2013 for approval.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The Gilbert Road extension is forecast to significantly increase ridership on light rail by extending the end of line to Gilbert Road. Gilbert Road provides better access to light rail from the eastern portions of Mesa and the East Valley according to the analysis that was conducted as part of the Alternatives Analysis for the Mesa Drive extension that was a component of the Proposition 400 transit program.

CONS: The proposed action deletes funds from the Arterial Life Cycle Program (ALCP) which reduces the amount of federal highway funds available for street improvements. However, most of the street projects have been or will be completed as development occurs adjacent to the streets.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The proposed action provides travel options to a broader population than the selected arterial street improvements that are being removed from the ALCP. Most of the street projects have been or will be completed as development occurs adjacent to the streets. The Higley projects are not

deemed feasible due to neighborhood concerns and have been determined by Mesa as not being a viable concept.

POLICY: The proposed amendment is a major amendment to the Regional Transportation Plan (RTP) since more than one-mile of fixed guideway transit is being added. The deletion of the projects from the ALCP are not subject to the major amendment requirements in state law for the RTP. The movement of federal highway funds from the ALCP to the transit program is a change in the RTP. Although the transfer of Proposition 400 sales funds between modes is not allowed under the terms of the proposition and state law, the transfer of federal highway funds is not subject to the same restriction.

ACTION NEEDED:

Recommend approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit extension on Main Street, from Mesa Drive to Gilbert Road and that the Regional Transportation Plan and the FY 2011-2015 MAG Transportation Improvement Program be amended subject to the necessary air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

This item is on the January 16, 2013, MAG Management Committee agenda. An update will be provided on action taken by the committee.

Regional Council: On October 24, 2012, the MAG Regional Council approved the (1) removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) programming of federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) consultation process with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

- | | |
|---|--|
| Mayor Marie Lopez Rogers, Avondale, Chair | # Mayor Elaine Scruggs, Glendale |
| Mayor Scott Smith, Mesa, Vice Chair | # Mayor Georgia Lord, Goodyear |
| Councilwoman Robin Barker, Apache Junction | * Mayor Yolanda Solarez, Guadalupe |
| Mayor Jackie Meck, Buckeye | * Mayor Thomas Schoaf, Litchfield Park |
| # Mayor David Schwan, Carefree | Supervisor Max W. Wilson, Maricopa Co. |
| Councilman Dick Esser, Cave Creek | Mayor Scott LeMarr, Paradise Valley |
| Mayor Jay Tibshraeny, Chandler | * Mayor Bob Barrett, Peoria |
| Mayor Lana Mook, El Mirage | Mayor Greg Stanton, Phoenix |
| * President Clinton Pattea, Fort McDowell | Mayor Gail Barney, Queen Creek |
| Yavapai Nation | * President Diane Enos, Salt River |
| * Mayor Linda Kavanagh, Fountain Hills | Pima-Maricopa Indian Community |
| * Mayor Ron Henry, Gila Bend | Mayor W. J. "Jim" Lane, Scottsdale |
| * Governor Gregory Mendoza, Gila River Indian | Mayor Sharon Wolcott, Surprise |
| Community | Mayor Mark Mitchell, Tempe |
| Councilmember Ben Cooper for Mayor John | * Mayor Adolfo Gamez, Tolleson |
| Lewis, Gilbert | Councilman Rui Pereira, Wickenburg |

Mayor Michael LeVault, Youngtown
*Victor Flores, State Transportation Board
Joseph La Rue, 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

Transportation Policy Committee: On October 17, 2012, the Transportation Policy Committee recommended to (1) remove federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road; (2) program federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and (3) consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353, on the proposal to add a 1.9 LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan 2010 Update and 2011-2015 MAG Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

MEMBERS ATTENDING

Mayor W. J. "Jim" Lane, Scottsdale, Chair
Mayor Jackie Meck, Buckeye, Vice Chair
F. Rockne Arnett, Citizens Transportation
Oversight Committee
Ron Barnes, Total Transit
Mayor Bob Barrett, Peoria
* Dave Berry, Swift Transportation
* Jed Billings, FNF Construction
* Councilmember Ben Cooper, Gilbert
Mayor Mark Mitchell, Tempe
* Councilmember Dick Esser, Cave Creek
Joseph La Rue, State Transportation Board
* Mark Killian, The Killian Company/Sunny
Mesa, Inc.

* Lt. Governor Stephen Roe Lewis, Gila River
Indian Community
* Garrett Newland, Macerich
* Mayor Marie Lopez Rogers, Avondale
Mayor Georgia Lord, Goodyear
Mayor Elaine Scruggs, Glendale
Councilmember Jack Sellers, Chandler
Mayor Scott Smith, Mesa
* Mayor Greg Stanton, Phoenix
Karrin Kunasek Taylor, DMB Properties
Supervisor Max W. Wilson,
Maricopa County
Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

CONTACT PERSON:

Eileen Yazzie, (602) 254-6300



Arizona Department of Transportation

Office of the Director

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

John S. Halikowski
Director

November 26, 2012

John A. Bogert
*Deputy Director
for Operations*

Floyd Roehrich, Jr.
*Deputy Director
for Policy*

Dennis Smith
Executive Director
Maricopa Association of Governments
302 North 1st Avenue, Ste. 300
Phoenix, AZ 85003

Dear Mr. Smith:

As set forth in Arizona Revised Statute (A.R.S.) 28-6353, the State Transportation Board by majority vote recommends approval of the proposed major amendment to the Regional Transportation Plan to add a 1.9 mile light rail transit (LRT) extension on Main Street from Mesa Drive to Gilbert Road. The State Transportation Board has no further comments on the proposed major amendment.

If you require any additional information or have questions please contact me at (602) 712-7550 or email at froehrich@azdot.gov.

Sincerely,

Floyd Roehrich, Jr, PE

c: Victor Flores, Vice Chair, State Transportation Board
Joseph La Rue, Board Member, State Transportation Board
Scott Omer, Multimodal Division Director, Arizona Department of Transportation
Robert Samour, Senior Deputy State Engineer for Operations, Arizona Department of Transportation



Maricopa County

Max W. Wilson, Chairman
Board of Supervisors, District 4

301 West Jefferson Street
10th Floor
Phoenix, AZ 85003-2143
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Fax: 602-506-4989
www.maricopa.gov

November 14, 2012

The Honorable W.J. "Jim" Lane
Chair, Transportation Policy Committee
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

Dear Mayor Lane:

The Maricopa County Board of Supervisors appreciates this opportunity to comment on the proposed amendment to the Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP), as described in Dennis Smith's November 1, 2012 letter.

The amendment, as requested by the City of Mesa, would remove federal funds (\$153.4 million) from sixteen Arterial Life Cycle Program (ALCP) projects and use the funding for a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. The funding that is associated with the sixteen ALCP projects does not align with the timing of the proposed light rail construction. The City of Mesa would provide interim funding using Transportation Project Advancement Notes (T-PANs) and would be reimbursed for its light rail expenditures (\$112 million) and interest expenses (estimated \$21 million) with federal funds in later years.

The Board understands that the removal of the sixteen ALCP projects is not a "major amendment" under state law (A.R.S. § 28-6301.7), but the 1.9 mile LRT

extension is a major amendment because it adds a fixed guideway transit system and is over one mile in length. Therefore, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority (RPTA), and the State Transportation Board each must take action on the proposed LRT amendment to approve, modify, or disapprove the proposed change and provide MAG written notice of the action within 30 days. On October 24, 2012, the MAG Regional Council approved consultation regarding the proposed major amendment. The consultation period closes on December 5.

The Maricopa County Board of Supervisors respectfully submits the following comments:

- We accept the City of Mesa's justification for deleting the sixteen ALCP projects on the following basis: 1) projects that have been substantially completed and/or will be completed by adjacent property developers; 2) projects that are not deemed feasible due to concerns over neighborhood impacts; and 3) projects that are not needed in the planned time horizon due to a change in the rate and/or pattern of development.
- One of the deleted ALCP projects is Meridian Road from Germann Road to Baseline Road. Maricopa County currently maintains a one-half mile of road within this segment. The removal of regional funding from this road does not imply that Maricopa County will most likely complete the project with county funds. Future development will be expected to bear the cost of any such future road improvements. It is our expectation that the removal of regional funding from the sixteen ALCP projects will have no adverse impacts on Mesa's participation in other ALCP projects where Mesa and Maricopa County are funding partners pursuant to any intergovernmental agreement. The county values these partnerships with the city.
- We concur that MAG's deployment of the regional travel demand model without the sixteen ALCP projects has demonstrated the impact on overall system performance is minimal.
- We understand that the LRT extension is projected by the City of Mesa to add approximately 4,000 new riders to the light rail system.

- We understand that the City of Mesa views the LRT extension as a higher priority than the ALCP projects at this time and that this reprogramming of funds has received strong public support in the Mesa community. It is important that continuing public input and support be received for this significant amendment as it continues to advance through the process.

Therefore, at this time the Maricopa County Board of Supervisors agrees with the proposed amendment and recommends approval.

The Board looks forward to consultation on issues affecting the MAG Regional Transportation Plan. We compliment MAG on its attention to the RTP amendment and review processes outlined in state law as well as MAG's efforts to manage life cycle costs associated with the RTP.

Sincerely,

A handwritten signature in black ink, appearing to read "Max Wilson". The signature is written in a cursive, slightly slanted style.

Max Wilson, Chair

Maricopa County Board of Supervisors

cc. Dennis Smith, MAG



Valley Metro.org | 101 N. First Avenue | Suite 1300 | Phoenix, AZ 85003
T 602.262.7433 F 602.262.2682 TTY 602.251.2039

November 27, 2012

Dennis Smith, Executive Director
Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, AZ 85004

RE: Major Amendment to the Regional Transportation Plan – Light Rail Transit
Extension from Mesa Drive to Gilbert Road in Mesa, AZ

Dear Mr. Smith:

Please find attached Resolution 2012-02 passed by the Regional Public Transportation Authority Board (RPTA) on November 15, 2012 recommending that the Maricopa Association of Governments (MAG) Regional Council approve the major amendment to the Regional Transportation Plan (RTP) to extend light rail transit (LRT) from Mesa Drive to Gilbert Road. We request that you forward this action to the MAG Transportation Policy Committee (TPC) to consider as part of its recommendation to the Regional Council.

Valley Metro looks forward to a positive recommendation to amend the RTP in order to begin the development of the Gilbert Road extension of LRT. We are currently under construction on the Central Mesa LRT project that extends the current end-of-line operation of the 20-mile system at Sycamore Road to Mesa Drive. The construction schedule for that extension calls for operation to begin in early 2016, although we anticipate an earlier completion. A positive recommendation would likely result in construction of the Gilbert Road extension beginning prior to the opening of the Central Mesa extension providing additional jobs to the region.

As stated in the attached Resolution, advancing public transportation is critical to the future economic vitality of the region and is an essential component of the transportation network in the valley.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Banta', written over a light blue horizontal line.

Stephen R. Banta
Chief Executive Officer

Attachment: RPTA Resolution 2012-02



Valley Metro.org | 101 N. First Avenue | Suite 1300 | Phoenix, AZ 85003
T 602.262.7433 F 602.262.2682 TTY 602.251.2039

RESOLUTION 2012-02
A RESOLUTION OF THE
VALLEY METRO REGIONAL PUBLIC TRANSPORTATION AUTHORITY
REGARDING THE MAJOR AMENDMENT TO THE REGIONAL TRANSPORTATION PLAN
EXTENDING THE LIGHT RAIL CORRIDOR EAST ON MAIN STREET TO GILBERT ROAD

WHEREAS, Valley Metro Rail, Inc. completed an Alternatives Analysis of a high capacity corridor along Main Street in Mesa that recommended light rail as the preferred technology extending from Mesa Drive to Gilbert Road; and

WHEREAS, Maricopa Association of Governments adopted the Locally Preferred Alternative for the corridor to Mesa Drive and the extension to Gilbert Road as an unfunded illustrative project in the Regional Transportation Plan; and

WHEREAS, the City of Mesa has developed a financial plan to fund the design, construction and operation of the extension from Mesa Drive to Gilbert Road, and

WHEREAS, the extension to Gilbert Road requires a major amendment to the Regional Transportation Plan pursuant to A.R.S. 28-6301.7(b); and

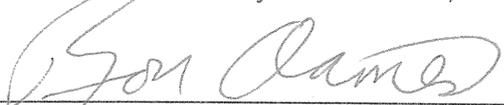
WHEREAS, Maricopa Association of Governments Transportation Policy Committee has recommended approval of the major amendment and beginning a thirty day review period pursuant to A.R.S. 28-6353.E.2; and

WHEREAS, A.R.S. 28-6353.E.2 requires the Board of Directors of the Regional Public Transportation Authority, by a majority vote of the members, to submit a written recommendation to the Transportation Policy Committee that the proposed amendment be approved, modified or disapproved; and

WHEREAS, the development and expansion of public transportation is critical to the future economic vitality of the region and is an essential component of the transportation network in the valley;

NOW THEREFORE BE IT RESOLVED, that the Valley Metro Regional Public Transportation Authority's Board of Directors recommends that the Maricopa Association of Governments Transportation Policy Committee approve the major amendment to the Regional Transportation Plan extending light rail in Mesa east on Main Street to Gilbert Road.

Passed and Adopted by the Valley Metro Regional Public Transportation Authority Board of Directors this 15th day of November, 2012.



Ron Aames, Chairman
Board of Directors
Valley Metro Regional Public Transportation Authority

COPY

F. Rockne "Roc" Arnett, Chairman
Claude Mattox, Member At Large
Kyle Robinson, Maricopa County District 1
Susan R. Brechbill, Maricopa County District 2
Rodney Q. Jarvis, Maricopa County District 3
Larry Woods, Maricopa County District 4
Sharolyn Hohman, Maricopa County District 5



1655 West Jackson Street
Room 170 – Mail Drop 126F
Phoenix, Arizona 85007
Telephone number: 602-712-7519
Fax number: 602-712-8001
www.azdot.gov/CTOC

December 3, 2012

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

Dear Mr. Smith:

The proposed major amendment to the Regional Transportation Plan to add a 1.9 mile Light Rail Transit (LRT) extension on Main Street from Mesa Drive to Gilbert Road to the MAG Regional Transportation Plan - 2010 Update, and the 2011-2015 MAG Transportation Improvement Program was presented to the Citizen's Transportation Oversight Committee during a Special Telephonic meeting on Thursday, November 27, 2012.

The Committee motioned that they supported the proposed major amendment which would remove federal Surface Transportation Program (STP) funds totaling \$153,366,043 from sixteen Arterial Life Cycle Program (ALCP) projects and use the funding to reimburse costs associated with design, purchase of right-of-way, and construction of a 1.9 mile Light Rail Transit extension on Main Street, from Mesa Drive to Gilbert Road; program federal STP funds to reimburse costs associated with the LRT Gilbert Road project which are contingent on federal funding revenue streams and subject to the ALCP financial program; and CTOC is grateful for being consulted with as required by A.R.S. 28-6353, on the proposal to add a 1.9 mile LRT extension on Main Street, from Mesa Drive to Gilbert Road to the MAG Regional Transportation Improvement Program as appropriate, contingent on the finding of air quality conformity.

Sincerely,

Roc Arnett, Chairman
Citizens Transportation Oversight Committee

Cc: CTOC Members

Mayor Marie Lopez Rogers of Avondale,
Chair, MAG Regional Council
Mayor W.J. "Jim" Lane of Scottsdale,
Chair, Transportation Policy Committee
File

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 15, 2013

SUBJECT:

MAG Federally Funded Locally Sponsored Project Development Status Report and Project Changes

SUMMARY:

The MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on October 26, 2011, outline the requirements for local agencies to submit status information on the development of their federal funded projects. A Project Development Status Report is produced twice each year, and project changes are completed quarterly or as needed. Additional project change requests have been included for ADOT, Transit, Arterial Life Cycle and Safety projects.

The Project Development Status Report, December 2012, focuses mainly on projects funded with Congestion Mitigation and Air Quality (CMAQ) funds that are programmed to obligate in federal fiscal year (FFY) 2013 and FFY 2014, with updates to three FFY 2012 projects that did not obligate as expected in FFY 2012, and two were deferred to FFY 2014. The Project Development Status workbook (Workbook) that was sent to member agencies required that a project development schedule be completed and project change requests could be requested. Based on information submitted by local agencies, information at times was cross checked with the Arizona Department of Transportation (ADOT) Local Government section for feasibility, and further inquiries were made by MAG staff as appropriate.

The Project Development Status Report notes that of the 33 projects programmed to obligate in FFY 2013, one project (PEO13-902) has requested to defer to FFY 2014, one project has requested to be deleted (SUR12-817), and 32 projects will, by June 30, 2013, successfully submit to ADOT for federal obligation, including one FFY 2012 deferral.

The Project Development Status Report notes that of the 42 projects programmed to obligate in FFY 2014, three projects are requesting a deferral to a later year, two are requesting to be deleted (FTH11-701 and CVK07-601C), several are requesting a project change in local costs, one will request project changes in January 2013 after project limits are redefined, and 39 projects are expected to obligate in FFY 2014 based on the schedules submitted, or if the schedules submitted are modified based on notes in the current report for the December 2012 Project Development Status Report. MAG has received FFY 2014 project commitment letters from member agencies stating that their Tier 1 milestones will be met for obligation by June 30, 2013.

Included in the Table A project change sheet are the requested changes as they relate to the Project Development Status Report. Additionally, ADOT requested a project change to address a settlement for right-of-way, and administrative corrections have been included. Table B contains a Transit project change from a FFY 2012 State of Good Repair grant award. During an analysis of the database and previous Regional Council actions, several administrative corrections are required to

the FY2011-2014 TIP that relate to the approved ALCP and have been included in the Table C project change sheet. Table C contains minor administrative corrections to the ALCP program.

Since the MAG Management Committee agenda was mailed on January 8, 2013, through cost savings, project cancellations, and an increase in allocations from MAP-21, \$645,000 in Highway Safety Improvement Program (HSIP) funds are available for programming in FY 2013.

Table D contains Highway Safety Improvement Program (HSIP) projects that are being advanced from FY 2014 to FY 2013. MAG receives approximately \$1 million per year in federal HSIP funds from ADOT that are allocated to qualifying local agency safety projects. One HSIP project was deemed ineligible for the HSIP funding and will be deleted from the FY 2011-2015 MAG Transportation Improvement Program. The list of projects was recommended for approval by the MAG Safety Committee on January 8, 2013. The proposed advancement of the FY 2013 safety projects listed in Table D will enable MAG to fully program the FY 2013 HSIP allocation to the region which would otherwise revert back to the statewide HSIP pool. Table D was added after the Transportation Review Committee met on December 13, 2012.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: Approval of this Project Development Status Report will allow the projects to proceed in a timely manner in the year that best fits their project development schedule and will complete Tier 1 of the Federal Project Development Process & Dynamic TIP Process for Nov/Dec 2012. Approval of this amendment will allow the Tier 2, Dynamic TIP Process to continue (see Tier 2 attachment for requirements). An update of any additional Tier 2 requests will be provided at the meeting.

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects should congress fail to authorize a funding level of Obligation Authority that can meet programming levels.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Project Development Status Report documents projects in the current year and upcoming years in order to track project development, identify problems, and make decisions to ensure federal funds are fully used each year. This report also aids the region in making decisions to keep projects in the current year, defer, advance, or delete them from the program. The action for this item includes the necessary amendments or administrative adjustments to the FY 2011-2015 MAG TIP, and Regional Transportation Plan as appropriate to allow the projects to proceed.

POLICY: This Status Report follows the process explained in the approved MAG Federal Fund Programming Guidelines.

ACTION NEEDED:

Recommend approval of federal fund projects to be deferred, deleted, and changed; and approval of the necessary 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 16, 2013, MAG Management Committee agenda. An update will be provided on action taken by the committee.

The project changes in Table D of this item were recommended for approval on January 8, 2013, by the MAG Safety Committee.

MEMBERS ATTENDING

- Michael Duhamel for Linda Gorman, AAA Arizona
- * Tom Burch, AARP
- Larry Talley for Kohinoor Kar, ADOT
- * Shane Kiesow, Apache Junction
- Chris Hamilton, Avondale
- * Thomas Chlebanowski, Buckeye
- Martin Johnson, Chandler
- * Jorge Gastelum, El Mirage
- + Kelly LaRosa, FHWA
- * Mike Gillespie, Gilbert
- Chris Lemka, Glendale
- + Hugh Bigalk, Goodyear
- Chris Plumb, Maricopa County
- Renate Ehm (Chair), Mesa
- * Jeremy Knapp, Paradise Valley
- Mannar Tamirisa for Jamal Rahimi, Peoria
- Kerry Wilcoxon, Phoenix
- George Williams for Paul Porell, Scottsdale
- + Julian Dresang, Tempe
- Gardner Tabon, RPTA

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

This item was recommended for approval at the December 13, 2012, MAG Transportation Review Committee (TRC). Corrections have been included in the Status Report since the TRC took action, noted in the R1 version.

MEMBERS ATTENDING

- Scottsdale: David Meinhart, Chair
- Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- * Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Leah Hubbard
- Glendale: Terry Johnson
- * Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres
- Litchfield Park: Woody Scoutten
- * Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Rick Naimark
- # Queen Creek: Troy White
- * Surprise: Bob Beckley
- Tempe: Chad Heinrich
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- *Street Committee: Charles Andrews, Avondale
- 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

This item was recommended for approval on December 11, 2012, by the Street Committee. Following the Committee approval, member agencies called in two administrative corrections that are included in the Status Report, version R1.

MEMBERS ATTENDING

Charles Andrews, Avondale, Chairman

Lupe Harriger, ADOT

* Jose Heredia, Buckeye

Dan Cook, Chandler

* Bob Senita, El Mirage

* Tony Rodriguez, Gila River Indian Community

* Michael Gillespie, Gilbert

Bob Darr, Glendale

Hugh Bigalk, Goodyear

* Gino Turrubiates, Guadalupe

Thomas Chlebanowski for

Darryl Crossman, Litchfield Park

Chris Plumb, Maricopa County

Maria Deeb, Mesa

* James Shano, Paradise Valley

* Ben Wilson, Peoria

Dana Owsiany, for Shane L. Silsby, Phoenix

Janet Martin, Queen Creek

* Elaine Cabrera, Salt River Pima-Maricopa Indian Community

Tom Taylor, for Phil Kercher, Scottsdale

Nicholas Mascia, Surprise

Shelly Seyler, Tempe

* Jason Earp, Tolleson

Grant Anderson for Jim Fox, Youngtown

* Members neither present nor represented by Proxy

+ Attended by Videoconference

Attended by Audioconference

CONTACT PERSON:

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PROJECT STATUS REPORT December 2012

Maricopa Association of Governments

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Purpose and Scope

This report was developed pursuant to the MAG Federal Programming Guidelines as approved on October 26, 2011 by the MAG Regional Council. It is required that project sponsors provide MAG with schedules that show clearly when key milestones are to be achieved and an overall project timeline with periodic reporting that demonstrates that the sponsoring agency is making progress in achieving these milestones.

These requirements apply to a two year moving window of projects in the MAG Transportation Improvement Program that are outside the three 20-year life-cycle programs and that are funded with federal Congestion Mitigation Air Quality (CMAQ) or sub allocated urbanized area Surface Transportation Program (MAG-STP) funds. The June report contains current fiscal year follow up information for the end of year closeout.

The data for this report was collected in November, 2012 and is the third round collected under the Guidelines. It includes only CMAQ funded projects that were programmed in federal fiscal years 2013, 2014, and requests to defer to 2015. No freeway, transit or arterial life-cycle program projects are included in this report.

Project Milestones and Project Deferrals

The implementation of the Guidelines was phased in during the October 2011 data collection for the January Report, and an extensive effort to reprogram projects was completed. As a result of this, many of the project schedules that were modified are now on track and the region has greatly reduced the number of deferrals. Because of this, the project schedules shown in this report include very few cases of projects failing to meet key deadlines. It is anticipated that with the completion of the December 2012 data collection effort that all project schedules will be reviewed and updated to meet key milestones per the MAG Federal Programming Guidelines.

Data Descriptions

Project Information Columns:

1. First Column: This column identifies the project sponsor, the identification number in the MAG Transportation Improvement Program of the project and the Federal Fiscal Year the project is programmed.
2. Location Cell: The location of the project as it appears in the MAG Transportation Improvement Program.
3. Work Cell: The work to be performed for the project as defined in the MAG Transportation Improvement Program.
4. Project Type Cell: This is the type of work to be performed by the projects. These types include: Design, Right-of-Way, Construction and Procurement.
5. Design Process Cell: This indicates whether the design is funded from federal sources. If design is federally funded, a project may not proceed beyond 30 percent plans without an environmental clearance. If the design is locally funded, it may proceed beyond 30 percent plans without an environmental clearance, but may risk substantial revision due to mitigation measures identified in the environmental clearance.
6. Environmental Clearance Cell: The type of environmental clearance anticipated for the project. The actual type of environmental clearance required is determined in the early stages of the design process.
7. CMAQ Cell: The amount of CMAQ funds programmed in the MAG Transportation Improvement Program for the project.
8. Total Cell: The total local and federal funds programmed for the project in the MAG Transportation Improvement Program.

Project Scheduling Information Columns:

1. Design Columns:
 - a. Start Column: The date that design work on the project is to begin.

- b. 60% Plans Started Column: The date that work on “60 percent plans” began or is anticipated to begin. This field is not applicable for Right-of-Way, procurement or design projects.
- c. PS&E Completed Column: This is the final plans for the project. For procurement projects this amounts to the specifications, estimates and deployment plan needed to procure equipment and services using federal funds. This is not applicable for design projects.

2. Environmental Columns:

- a. Tech Docs Started Column: This refers to the date work on the technical documents (hazardous materials, cultural and biological surveys) for the environmental clearance has begun or is expected to begin. This is not applicable for design and procurement projects as this level of analysis is not needed for the environmental clearance. In most cases, it is also not required for right-of-way projects as these studies are completed as part of the design for the overall project.
- b. Clearance Approved Column: The date the environmental clearance for the project is expected to be approved.

3. Right-of-Way Columns:

- a. Inventory Started Column: This is the date that right-of-way inventory began or is expected to begin. This field is not applicable for procurement and design projects and some construction projects that require no right-of-way.
- b. Clearance Approved: The date that the right-of-way clearance was approved or expected to be approved.

4. IGA Approval Column:

The date that the IGA was approved or is expected to be approved for the project. This is not applicable for agencies that are self-certified to manage the federal design and construction process. These agencies include the Cities of Chandler, Phoenix, Scottsdale and Tempe, and Maricopa County.

5. FHWA Authorization Column:

The date that a federal funding for a project was or is expected to be approved by the Federal Highway Administration. No work performed on a project is eligible for federal reimbursement prior to the date of authorization.

Notes Colum: The cells in this column contain a note about the project.

Target Dates Row:

The cells in this row identify key dates that are to be achieved for the project to continue in the MAG Transportation Improvement Program and to receive federal funding. They vary by project type (e.g. construction, procurement, etc.), the year the project is programmed and the work activity identified for the column they are located in.

Agency Schedule Rows:

- 1. Initial Row: The dates provided for the initial status report for the project.
- 2. Current Row: The dates provided for the most recent information provided for this report.

Schedule Status Rows:

- 1. Months Ahead Row: The number of months that the current schedule is ahead of the initial schedule provided.
- 2. Months Behind Row: The number of months that the current schedule is behind the initial schedule provided.
- 3. Expected Date Row: The date the project is expected to achieve a milestone.
- 4. Will Meet Target Dates Row: This indicates whether the milestone is expected to meet target deadlines. A checkmark indicates that it is expected to meet the target deadline.

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Avondale AVN13-901 (FFY 2013)	Location	McDowell Rd: 99th Ave to Avondale Blvd and 99th Ave: McDowell Rd to 1/8 mile north	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	60% plans cannot start until the environmental clearance is approved. The agency appears to be on track to authorize in 2013
	Work	Furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	Agency Schedule	Initial	6/18/12	12/7/12	5/9/13	6/18/12	12/7/12	NA	3/26/13	11/1/12	8/27/13	
	Project Type	Construction		Current	6/18/12	12/7/12	5/9/13	6/18/12	12/7/12	6/30/12	3/26/13	11/1/12	8/27/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	753,467		Expected Date	6/18/12	12/7/12	5/9/13	6/18/12	12/7/12	6/30/12	3/26/13	11/1/12	8/27/13	
	Total	1,187,093		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Avondale AVN14-107 (FFY 2014)	Location	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct multiuse path	Agency Schedule	Initial	12/1/12	7/1/12	7/1/14	7/1/12	9/1/13	7/1/12	7/1/14	7/1/14	9/1/14	
	Project Type	Construction		Current	12/1/12	4/30/13	12/26/13	1/30/13	4/30/13	6/30/13	3/28/13	8/29/13	2/24/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	6.0	0.0	4.0	0.0	16.0	11.0	6.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	11.0	0.0	8.0	0.0	13.0	0.0	0.0	0.0	
	CMAQ	1,077,405		Expected Date	12/1/12	4/30/13	12/26/13	1/30/13	4/30/13	6/30/13	3/28/13	8/29/13	2/24/14	
	Total	1,392,047		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Buckeye BKY11-801 (FFY 2013)	Location	North Watson Road and MC85 Phase I and Phase II	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Pave Unpaved Road	Agency Schedule	Initial	4/1/11	6/15/12	9/30/12	10/15/11	5/15/12	NA	7/1/12	NA	10/31/12	
	Project Type	Construction		Current	4/1/11	12/1/12	4/1/13	10/15/11	5/15/12	6/30/12	3/1/13	NA	4/30/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	6.0	7.0	0.0	0.0	0.0	9.0	0.0	6.0	
	CMAQ	64,456		Expected Date	4/1/11	12/1/12	4/1/13	10/15/11	5/15/12	6/30/12	3/1/13	NA	4/30/13	
	Total	68,352		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Buckeye BKY13-101 (FFY 2013)	Location	7th St: Norton Dr from Beloat Rd	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Construct pave unpaved road project	Agency Schedule	Initial	11/7/11	NA	8/1/12	11/7/11	5/1/12	NA	8/1/12	NA	9/1/12	
	Project Type	Construction		Current	11/7/11	NA	4/1/13	11/7/11	1/14/12	6/30/12	5/23/12	10/1/11	3/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	4.0	0.0	2.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	6.0	
	CMAQ	233,225		Expected Date	11/7/11	NA	4/1/13	11/7/11	1/14/12	6/30/12	5/23/12	10/1/11	3/1/13	
	Total	247,323		Will Meet Target Dates	NA									
Buckeye BKY10-801 (FFY 2014)	Location	Miller Rd: Hazen Rd to I-10 and Monroe Rd (MC-85): Miller Rd to Apache Rd	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Interconnect traffic signals	Agency Schedule	Initial	11/15/11	6/1/12	6/30/14	3/30/12	6/30/13	9/15/12	3/30/13	12/15/12	9/1/14	
	Project Type	Construction		Current	11/15/11	6/1/12	6/30/14	3/30/12	6/30/13	9/15/12	3/30/13	8/30/13	9/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	
	CMAQ	210,000		Expected Date	11/15/11	6/1/12	6/30/14	3/30/12	6/30/13	9/15/12	3/30/13	8/30/13	9/1/14	
	Total	300,000		Will Meet Target Dates	NA									
Buckeye BKY13-901 (FFY 2014)	Location	Town of Buckeye	Target Dates			6/1/13	6/30/14	6/1/13	6/30/14	6/1/13	6/30/14	NA	9/30/14	None
	Work	Alarcon Blvd and Kino Place Pedestrian Corridor Project	Agency Schedule	Initial	9/15/12	3/30/13	7/30/14	3/15/13	3/30/14	9/15/12	7/30/12	12/15/12	6/1/13	
	Project Type	Construction		Current	9/15/12	3/30/13	6/30/14	3/15/13	6/30/13	9/15/12	7/30/13	8/30/13	9/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	1.0	0.0	10.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	13.0	9.0	18.0	
	CMAQ	400,000		Expected Date	9/15/12	3/30/13	6/30/14	3/15/13	6/30/13	9/15/12	7/30/13	8/30/13	9/30/14	
	Total	574,572		Will Meet Target Dates	NA									

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Chandler CHN14-102 (FFY 2014)	Location	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct ITS project for fiber communications from signals to the TCM	Agency Schedule	Initial	4/4/12	7/11/12	2/5/13	8/1/12	1/10/13	NA	2/8/13	NA	4/1/13	
	Project Type	Construction		Current	4/4/12	7/11/12	2/5/13	6/1/12	11/30/13	6/12/12	2/8/13	10/16/12	3/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	14.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	
	CMAQ	589,477		Expected Date	4/4/12	7/11/12	2/5/13	6/1/12	11/30/13	6/12/12	2/8/13	10/16/12	3/1/12	
	Total	814,134		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Chandler CHN14-103 (FFY 2014)	Location	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Alleys	Agency Schedule	Initial	NA	NA	8/1/12	8/1/12	2/1/13	NA	2/1/13	NA	6/1/13	
	Project Type	Construction		Current	NA	NA	1/31/13	9/11/12	2/1/13	6/30/13	6/30/14	6/30/14	6/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	7.0	2.0	0.0	0.0	18.0	0.0	14.0	
	CMAQ	741,198		Expected Date	NA	NA	1/31/13	9/11/12	2/1/13	6/30/13	6/30/14	6/30/14	6/30/14	
	Total	786,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Fountain Hills FTH11-701 (FFY 2014)	Location	Fountain Hills Blvd: Cholla Drive to Crystal Point Dr.	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	Agency has requested to abandon the project
	Work	Design and construct new sidewalk	Agency Schedule	Initial	NA	4/1/13	3/1/14	3/1/13	1/1/14	NA	6/1/13	NA	6/30/14	
	Project Type	Construction		Current	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	300,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	Total	430,000		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✗	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Fountain Hills FTH11-801 (FFY 2014)	Location	Shea Blvd: 142nd St to Eagle Mountain Pkwy	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	Agency indicates that the lead agency will/may change to Scottsdale; project will need to be deferred to 2015. Project Schedule needs to be updated to reflect revised programming
	Work	Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain Hills section)	Agency Schedule	Initial	NA	4/1/13	3/1/14	3/1/13	6/1/13	NA	6/1/13	NA	6/30/14	
	Project Type	Construction		Current	NA	NA	NA	NA	NA	NA	NA	NA	9/30/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	
	CMAQ	273,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	9/30/15	
	Total	390,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✗	
Fountain Hills FTH14-101 (FFY 2014)	Location	Shea Blvd. and Downtown Area.	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	Agency has requested to defer the project to 2015
	Work	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	Agency Schedule	Initial	NA	4/1/13	3/1/14	3/1/13	6/1/13	NA	6/1/13	NA	6/30/14	
	Project Type	Construction		Current	NA	NA	NA	NA	NA	NA	NA	NA	9/30/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	
	CMAQ	922,616		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	9/30/15	
	Total	1,212,023		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Fountain Hills FTH14-102 (FFY 2014)	Location	Fountain Hills Blvd, Segundo Dr to Pinto Dr	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Shoulders	Agency Schedule	Initial	NA	NA	7/1/14	NA	7/1/13	NA	7/1/14	7/1/14	9/30/14	
	Project Type	Construction		Current	NA	NA	7/1/14	NA	7/1/13	NA	7/1/14	7/1/14	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	255,364		Expected Date	NA	NA	7/1/14	NA	7/1/13	NA	7/1/14	7/1/14	9/30/14	
	Total	270,800		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Gilbert GLB11-806 (FFY 2014)	Location	Ryan Road: Greenfield Rd to 164th St.	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Pave Unpaved Road	Agency Schedule	Initial	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	162,760		Expected Date	7/1/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Total	172,600		Will Meet Target Dates	NA									
Gilbert GLB12-801 (FFY 2014)	Location	Walnut Road: 162nd Street to 164th Street	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Pave Unpaved Road	Agency Schedule	Initial	11/15/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	2.0	0.0	4.0	1.0	2.0	0.0	0.0	0.0	
	CMAQ	87,038		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	92,300		Will Meet Target Dates	NA									
Gilbert GLB12-802 (FFY 2014)	Location	Bonanza Road: 156th St to 157th St	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Pave Unpaved Road	Agency Schedule	Initial	11/15/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	2.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	
	CMAQ	53,279		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	56,500		Will Meet Target Dates	NA									

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Gilbert GLB13-102 (FFY 2014)	Location	164th Street: Riggs Rd and Stacey Rd.	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct pave unpaved road project	Agency Schedule	Initial	11/15/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	2.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	
	CMAQ	248,125		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	263,125		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Gilbert GLB13-103 (FFY 2014)	Location	156th St: Riggs Rd to 0.25 miles south	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct pave unpaved road project	Agency Schedule	Initial	11/15/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	2.0	0.0	4.0	1.0	2.0	0.0	0.0	0.0	
	CMAQ	88,500		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	94,375		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Gilbert GLB13-904 (FFY 2015)	Location	Pecos Rd.-Greenfield to Power Rd, Power Rd-Pecos to Queen Creek Rd, Germann Rd-Power to Sossaman Rd	Target Dates			6/30/14	6/30/15	6/30/14	6/30/15	6/30/14	6/30/15	NA	9/30/15	None
	Work	Install approx. 5 mi. of fiber optic cable and communications equip. to connection the Traffic Operations Centers in Gilbert and Queen Creek.	Agency Schedule	Initial	7/1/13	NA	12/31/14	1/1/14	10/1/14	6/30/15	6/30/15	NA	1/1/15	
	Project Type	Construction		Current	7/1/13	NA	12/31/14	1/1/14	10/1/14	6/30/15	6/30/15	NA	1/1/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	137,690		Expected Date	7/1/13	NA	12/31/14	1/1/14	10/1/14	6/30/15	6/30/15	NA	1/1/15	
	Total	196,700		Will Meet Target Dates	NA	✓	✓	✓	✓	✗	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Gilbert GLB13-905 (FFY 2014)	Location	Guadalupe Rd, Higley Rd, Williams Field Rd	Target Dates			NA	NA	NA	NA	NA	NA	9/30/14	None	
	Work	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	1/1/14	NA		8/1/14
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	1/1/14	NA		8/1/14
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	122,234		Expected Date	NA	NA	NA	NA	NA	NA	1/1/14	NA		8/1/14
	Total	185,234		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓		✓
Gilbert GLB13-906 (FFY 2013)	Location	Higley Rd, Recker Rd, Guadalupe Rd, Elliot Rd, Warner Rd, Ray Rd, Williams Field Rd	Target Dates			NA	NA	NA	NA	NA	NA	9/30/13	None	
	Work	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	1/1/13	NA		8/1/13
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	1/1/13	NA		8/1/13
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	NEPA Documentation		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	122,234		Expected Date	NA	NA	NA	NA	NA	NA	1/1/13	NA		8/1/13
	Total	185,234		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓		✓
Gilbert GLB14-101 (FFY 2014)	Location	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct bicycle crossing improvements	Agency Schedule	Initial	11/15/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	2.0	0.0	4.0	1.0	2.0	0.0	0.0	0.0	
	CMAQ	497,000		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	635,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Gilbert GLB14-102 (FFY 2014)	Location	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Install fiber optic communication lines in existing conduits and add new CCTV cameras, traffic signal video detection, and controllers	Agency Schedule	Initial	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	292,582		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	373,779		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Gilbert GLB12-809 (FFY 2014)	Location	Town of Gilbert	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Design and construct bicycle crossings	Agency Schedule	Initial	11/15/12	3/2/13	3/1/14	11/2/12	6/1/13	3/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	2.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	
	CMAQ	490,000		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	700,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Gilbert GLB13-902 (FFY 2014)	Location	Consolidated/Ray, Eastern/Williams Field, Powerline/McQueen, Powerline/Val Vista, Powerline/Greenfield, Powerline/Recker	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Gilbert Bicycle Crossing Safety and improvement demonstration Phase II Project	Agency Schedule	Initial	11/15/12	3/2/13	3/1/14	11/2/12	6/1/13	1/2/13	1/1/14	NA	7/1/14	
	Project Type	Construction		Current	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	2.0	0.0	4.0	1.0	2.0	0.0	0.0	0.0	
	CMAQ	583,000		Expected Date	11/15/12	5/2/13	3/1/14	3/2/13	6/15/13	3/2/13	1/1/14	NA	7/1/14	
	Total	838,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Glendale GLN09-610R (FFY 2013)	Location	Glendale Ave to Glenn Dr and 58th Ave to 57th Ave.	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Construct Pedestrian Improvements	Agency Schedule	Initial	1/10/11	5/14/11	9/30/11	7/9/11	9/16/11	5/14/11	9/30/11	6/26/12	9/30/12	
	Project Type	Construction		Current	1/10/11	5/14/11	9/30/11	7/9/11	9/16/11	5/14/11	9/30/11	6/26/12	10/1/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	315,721		Expected Date	1/10/11	5/14/11	9/30/11	7/9/11	9/16/11	5/14/11	9/30/11	6/26/12	10/1/12	
	Total	493,887		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN11-702 (FFY 2013)	Location	New River (East Bank)- Northern Ave to Bethany Home Rd	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	Agency has requested to update local cost estimate
	Work	Construct multi-use path and underpasses, with landscaping, lighting, parking and pedestrian facilities	Agency Schedule	Initial	10/30/09	2/1/10	9/30/12	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Project Type	Construction		Current	10/30/09	2/1/10	3/30/13	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	550,000		Expected Date	10/30/09	2/1/10	3/30/13	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Total	4,467,120		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN12-804 (FFY 2013)	Location	Various locations	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	Project has minimum design requirements
	Work	Install fiber optic cable and CCTV cameras along Cactus, Thunderbird and Greeway Roads	Agency Schedule	Initial	1/10/12	10/1/12	7/1/13	7/1/12	10/1/12	1/10/12	4/1/13	6/15/13	9/30/13	
	Project Type	Construction		Current	1/10/12	10/1/12	7/1/13	6/1/12	12/1/12	1/10/12	4/1/13	6/15/13	9/30/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	
	CMAQ	621,664		Expected Date	1/10/12	10/1/12	7/1/13	6/1/12	12/1/12	1/10/12	4/1/13	6/15/13	9/30/13	
	Total	953,633		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Glendale GLN13-901 (FFY 2013)	Location	59th Av, Northern and Bethany Home: Glendale Av, 51st Av and 67th Av; Peoria Av, 47th Av and 67th Av	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	60% plans have been submitted to ADOT; has minimum desing requirements
	Work	Variable message signs; ITS Conduit and Fiber	Agency Schedule	Initial	9/15/11	7/13/12	1/5/12	5/25/12	7/13/12	9/15/11	10/24/12	4/1/12	6/1/12	
	Project Type	Construction		Current	9/15/11	7/13/12	6/30/13	5/25/12	11/15/12	9/15/11	2/28/13	6/15/13	9/30/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	20.0	0.0	4.0	0.0	5.0	16.0	18.0	
	CMAQ	603,437		Expected Date	9/15/11	7/13/12	6/30/13	5/25/12	11/15/12	9/15/11	2/28/13	6/15/13	9/30/13	
	Total	1,031,518		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN13-902 (FFY 2013)	Location	East embankment of New river, from Bethany Home Rd. to Northern Ave	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	New River Multi-Use Path improvements-10-foot wide, concrete cement, paved pathway	Agency Schedule	Initial	6/1/09	2/1/10	3/31/13	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Project Type	Construction		Current	6/1/09	2/1/10	3/31/13	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,000,000		Expected Date	6/1/09	2/1/10	3/31/13	10/30/09	3/21/11	3/1/11	3/31/13	10/31/12	9/1/13	
	Total	1,472,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Glendale GLN14-101 (FFY 2014)	Location	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Connect approx. 7 intersections, install 4 CCTV cameras, connect fiber communications infrastructure & add equip. to a public safety bldg.	Agency Schedule	Initial	1/1/13	7/1/13	4/1/14	5/1/13	9/1/13	10/1/12	1/1/14	4/1/14	8/1/14	
	Project Type	Construction		Current	1/1/13	6/2/13	6/30/14	6/30/13	1/1/14	1/1/13	2/1/14	6/1/14	8/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	3.0	2.0	4.0	4.0	1.0	2.0	0.0	
	CMAQ	904,164		Expected Date	1/1/13	6/2/13	6/30/14	6/30/13	1/1/14	1/1/13	2/1/14	6/1/14	8/1/14	
	Total	1,081,664		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Goodyear (FFY 2013)	Location	Citywide	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	Project has minimum design requirements
	Work	Implement traffic signal system, including installation of ITS backbone and communications equipment	Agency Schedule	Initial	NA	2/29/12	3/7/13	3/1/11	8/31/12	NA	12/7/12	12/7/12	NA	
	Project Type	Construction		Current	NA	12/3/12	3/8/13	3/1/11	6/20/12	3/1/11	1/18/13	3/8/13	5/15/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	10.0	0.0	0.0	0.0	0.0	2.0	4.0	0.0	
	CMAQ	700,000		Expected Date	NA	12/3/12	3/8/13	3/1/11	6/20/12	3/1/11	1/18/13	3/8/13	5/15/13	
	Total	900,000		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	
Goodyear (FFY 2014)	Location	McDowell Rd: Citrus Rd to PebbleCreek Parkway, and Cotton Lane intersections with Van Buren Street, the I-10 eastbound front	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Design and construct fiber-optic interconnection for traffic signals and video	Agency Schedule	Initial	3/1/12	6/1/13	2/1/14	5/11/12	2/1/13	NA	2/1/13	2/1/14	NA	
	Project Type	Construction		Current	3/1/12	6/1/13	2/1/14	7/3/12	6/1/13	5/11/12	2/1/14	2/1/14	NA	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	2.0	4.0	0.0	13.0	0.0	0.0	
	CMAQ	588,809		Expected Date	3/1/12	6/1/13	2/1/14	7/3/12	6/1/13	5/11/12	2/1/14	2/1/14	NA	
	Total	624,400		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Goodyear (FFY 2014)	Location	Citywide	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	Project has minimum design requirements
	Work	Design and construction of fiber optic interconnect in existing conduit for traffic management through video surveillance and data collection	Agency Schedule	Initial	NA	8/1/13	5/1/14	5/1/12	4/1/13	NA	4/1/13	NA	NA	
	Project Type	Construction		Current	NA	12/1/13	6/1/14	2/1/13	12/1/13	2/1/13	3/1/14	3/1/14	8/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	4.0	1.0	10.0	9.0	0.0	12.0	0.0	0.0	
	CMAQ	700,000		Expected Date	NA	12/1/13	6/1/14	2/1/13	12/1/13	2/1/13	3/1/14	3/1/14	8/1/14	
	Total	742,000		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Goodyear GDY14-101 (FFY 2014)	Location	Van Buren Street - Estrella Parkway to Cotton Lane	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	Request to defer to 2015
	Work	Construct traffic signal connection to three existing and one future traffic signal and install CCTV cameras	Agency Schedule	Initial	NA	5/1/13	6/30/14	10/1/13	2/1/14	12/1/12	6/30/14	6/30/14	9/1/14	
	Project Type	Construction		Current	NA	2/15/15	6/20/15	7/1/14	2/1/15	12/1/13	12/1/14	6/20/15	9/1/15	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	24.0	13.0	10.0	13.0	13.0	6.0	13.0	12.0	
	CMAQ	749,164		Expected Date	NA	2/15/15	6/20/15	7/1/14	2/1/15	12/1/13	12/1/14	6/20/15	9/1/15	
	Total	1,000,027		Will Meet Target Dates	NA	✗	✗	✗	✗	✗	✗	✗	✓	
Maricopa County MMA13-101 (FFY 2013)	Location	87th Ave: Deer Valley Rd to Peoria city limits (Via Montoya Rd.)	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Construct pave unpaved road project	Agency Schedule	Initial	5/1/11	2/15/12	11/12/12	11/21/11	6/12/12	11/21/11	8/6/12	NA	10/31/12	
	Project Type	Construction		Current	5/1/11	2/15/12	6/28/13	11/21/11	11/30/12	11/21/11	8/6/12	NA	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	8.0	0.0	6.0	0.0	0.0	0.0	10.0	
	CMAQ	422,305		Expected Date	5/1/11	2/15/12	6/28/13	11/21/11	11/30/12	11/21/11	8/6/12	NA	8/1/13	
	Total	447,831		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Maricopa County MMA13-901 (FFY 2013)	Location	Southwest Valley, 99th Ave to Cotton Ln to include McDowell Rd, Van Buren St, MC85/Buckeye	Target Dates			NA	NA	NA	NA	NA	NA	NA	9/30/13	None
	Work	Develop a multi-agency Operations Plan	Agency Schedule	Initial	NA	NA	NA	NA	NA	NA	NA	NA	7/1/13	
	Project Type	Design		Current	NA	NA	NA	NA	NA	NA	NA	NA	11/7/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	
	Environmental Clearance	Not Applicable		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	35,000		Expected Date	NA	NA	NA	NA	NA	NA	NA	NA	11/7/12	
	Total	50,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Maricopa County MMA13-902 (FFY 2013)	Location	Regionwide	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	Agency has requested to update local cost estimate
	Work	Develop and implement arterial ATIS Enhancements	Agency Schedule	Initial	10/30/11	NA	12/3/12	10/1/12	4/30/13	NA	NA	NA	8/1/13	
	Project Type	Procurement		Current	10/30/11	NA	6/28/13	10/1/12	4/30/13	NA	NA	NA	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	277,083		Expected Date	10/30/11	NA	6/28/13	10/1/12	4/30/13	NA	NA	NA	8/1/13	
	Total	427,083		Will Meet Target Dates	NA									
Maricopa County MMA13-904 (FFY 2013)	Location	McDowell Rd at Avondale Blvd, McDowell Rd at Estrella Pkwy, MC85 at Avondale Blvd, MC85 at Estrella Pkwy	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Install arterial DMS and associated conduit, pull boxes, fiber optic cable, communication equipment and electrical service equipment	Agency Schedule	Initial	10/1/11	9/1/12	4/1/13	6/1/12	10/1/12	NA	12/1/12	NA	8/1/13	
	Project Type	Construction		Current	10/1/11	12/1/12	6/30/13	6/1/12	5/31/13	6/1/12	5/31/13	NA	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	4.0	3.0	0.0	9.0	0.0	6.0	0.0	0.0	
	CMAQ	700,000		Expected Date	10/1/11	12/1/12	6/30/13	6/1/12	5/31/13	6/1/12	5/31/13	NA	8/1/13	
	Total	1,000,000		Will Meet Target Dates	NA									
Maricopa County MMA14-101 (FFY 2014)	Location	Associated with AZTech Center-to-Center traffic management system located primarily at ADOT and MCDOT	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	None
	Work	Upgrade the Regional Archive Data Center Equipment and Systems to enhance archiving capacity and the utility of real time traffic data.	Agency Schedule	Initial	NA	NA	4/20/14	10/1/12	6/28/13	NA	6/28/14	NA	7/20/14	
	Project Type	Procurement		Current	NA	NA	4/20/14	10/1/12	6/28/13	NA	6/28/14	NA	7/20/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	125,937		Expected Date	NA	NA	4/20/14	10/1/12	6/28/13	NA	6/28/14	NA	7/20/14	
	Total	184,437		Will Meet Target Dates	NA									

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Maricopa County MMA14-102 (FFY 2014)	Location	Various locations along MC85 from Aqua Fria Bridge West Terminal to 75th Ave	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct/Install ITS traffic management capabilities along MC 85	Agency Schedule	Initial	3/1/2012	1/2/13	6/30/14	10/1/12	6/30/13	10/1/12	6/30/14	NA	7/31/14	
	Project Type	Construction		Current	3/1/12	1/2/13	6/30/14	10/1/12	6/30/14	10/1/12	6/30/14	NA	8/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Not Determined at this time		Months Behind	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	
	CMAQ	781,456		Expected Date	3/1/12	1/2/13	6/30/14	10/1/12	6/30/14	10/1/12	6/30/14	NA	8/1/14	
	Total	1,144,456		Will Meet Target Dates	NA									
Maricopa County MMA14-103 (FFY 2014)	Location	Various Low Volume Roads	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Roads	Agency Schedule	Initial	NA	5/15/13	3/15/14	11/15/12	3/1/14	11/15/12	3/1/14	NA	6/30/14	
	Project Type	Construction		Current	NA	5/15/13	3/15/14	11/15/12	3/1/14	11/15/12	3/1/14	NA	6/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,117,455		Expected Date	NA	5/15/13	3/15/14	11/15/12	3/1/14	11/15/12	3/1/14	NA	6/30/14	
	Total	1,185,000		Will Meet Target Dates	NA									
Mesa MES07-315 (FFY 2013)	Location	Southern Ave at Country Club Dr	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Add 1 right turn lane and three bus pullouts.	Agency Schedule	Initial	11/1/10	1/3/12	2/1/13	10/30/11	5/4/12	10/30/11	9/24/12	NA	9/24/12	
	Project Type	Construction		Current	11/1/10	1/3/12	2/1/13	10/30/11	5/4/12	10/30/11	9/24/12	NA	9/24/12	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	910,000		Expected Date	11/1/10	1/3/12	2/1/13	10/30/11	5/4/12	10/30/11	9/24/12	NA	9/24/12	
	Total	4,347,000		Will Meet Target Dates	NA									

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Mesa MES12-814 (FFY 2014)	Location	Fiesta Pathway (1/4 Mile south of Southern Ave): Extension to the Tempe Canal	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct pedestrian refuge and shelters for the Fiesta Pathway	Agency Schedule	Initial	NA	7/1/12	6/1/14	1/1/14	5/1/14	7/1/12	5/1/14	NA	9/1/14	
	Project Type	Construction		Current	NA	7/1/12	1/1/14	1/1/14	8/1/13	7/1/12	1/1/14	NA	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	5.0	0.0	10.0	0.0	4.0	0.0	13.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	998,870		Expected Date	NA	7/1/12	1/1/14	1/1/14	8/1/13	7/1/12	1/1/14	NA	9/1/13	
	Total	1,426,957		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Mesa MES13-902 (FFY 2013)	Location	West Side Real Time Adaptive Proj (initial deploy in Fiesta district), West city limits to Country Club, Broadway to Baseline	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	None
	Work	Upgrade central traffic control system software to accommodate a lite version of adaptive control	Agency Schedule	Initial	1/1/13	NA	6/30/13	3/4/13	5/1/13	11/5/12	5/1/13	NA	7/1/13	
	Project Type	Procurement		Current	1/1/13	NA	6/30/13	3/4/13	5/1/13	1/14/12	5/1/13	NA	7/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	318,182		Expected Date	1/1/13	NA	6/30/13	3/4/13	5/1/13	1/14/12	5/1/13	NA	7/1/13	
	Total	468,182		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Mesa MES13-906 (FFY 2013)	Location	Bluetooth sensor deployment at approximately 80 intersections to determine travel times along key Mesa E-W and N-S corridors	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	None
	Work	Construction	Agency Schedule	Initial	4/9/12	NA	6/30/13	1/1/13	5/29/13	NA	6/1/13	NA	8/1/13	
	Project Type	Procurement		Current	4/9/12	NA	6/30/13	1/1/13	5/29/13	5/30/13	6/1/13	NA	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	381,818		Expected Date	4/9/12	NA	6/30/13	1/1/13	5/29/13	5/30/13	6/1/13	NA	8/1/13	
	Total	582,568		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Peoria PEO13-102 (FFY 2013)	Location	Lake Pleasant Parkway: L303 to SR74	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	60% plans will be skipped for this project; Environmental documents have been submitted
	Work	Pave Unpaved Shoulders	Agency Schedule	Initial	7/1/12	10/1/12	2/1/13	7/1/12	12/1/12	NA	9/1/12	NA	3/1/13	
	Project Type	Construction		Current	7/1/12	10/1/12	9/1/13	6/30/12	5/1/13	6/1/12	3/1/13	6/2/13	6/2/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	8.0	0.0	6.0	0.0	6.0	0.0	4.0	
	CMAQ	401,983		Expected Date	7/1/12	10/1/12	9/1/13	6/30/12	5/1/13	6/1/12	3/1/13	6/2/13	6/2/13	
	Total	426,281		Will Meet Target Dates	NA	✗	✗	✓	✓	✓	✓	✓	✓	
Peoria PEO13-103 (FFY 2013)	Location	67th Ave: Happy Valley Rd to approximately 1.76 miles south	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	60% plans will be skipped for this project
	Work	Pave Unpaved Shoulders	Agency Schedule	Initial	7/1/12	10/1/12	2/1/13	8/1/12	12/1/12	NA	9/1/12	NA	3/1/13	
	Project Type	Construction		Current	7/1/12	10/1/12	9/1/13	2/1/12	5/1/13	6/1/12	3/1/13	6/2/13	6/2/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	8.0	0.0	6.0	0.0	6.0	0.0	4.0	
	CMAQ	214,910		Expected Date	7/1/12	10/1/12	9/1/13	2/1/12	5/1/13	6/1/12	3/1/13	6/2/13	6/2/13	
	Total	227,900		Will Meet Target Dates	NA	✗	✗	✓	✓	✓	✓	✓	✓	
Peoria PEO13-901 (FFY 2014)	Location	83rd Ave: Lone Cactus and continuing north to Jomax Rd	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	This project requires minnum design work and has no right-of-way acquisition
	Work	Install conduit, pull boxes, fiber, and CCTV cameras	Agency Schedule	Initial	1/1/13	3/1/13	9/1/13	1/1/13	1/1/14	9/1/13	5/1/14	5/1/13	7/1/14	
	Project Type	Construction		Current	1/1/13	9/1/13	6/30/14	1/1/13	6/30/14	9/1/13	6/30/14	10/1/13	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	7.0	11.0	0.0	6.0	0.0	2.0	6.0	0.0	
	CMAQ	700,000		Expected Date	1/1/13	9/1/13	6/30/14	1/1/13	6/30/14	9/1/13	6/30/14	10/1/13	7/1/14	
	Total	1,000,000		Will Meet Target Dates	NA	✗	✓	✓	✓	✗	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Peoria PEO13-902 (FFY 2013)	Location	New River Pathway, Northern Ave and Olive Ave	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	Project to be deferred to 2014
	Work	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	Agency Schedule	Initial	5/4/12	12/5/12	6/27/13	5/4/12	8/17/12	NA	2/12/13	5/1/12	9/1/13	
	Project Type	Construction		Current	5/4/12	4/8/13	10/10/14	7/30/12	4/5/13	NA	NA	5/1/12	11/7/11	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	4.0	17.0	3.0	8.0	0.0	0.0	0.0	0.0	
	CMAQ	950,000		Expected Date	5/4/12	4/8/13	10/10/14	7/30/12	4/5/13	NA	NA	5/1/12	11/7/11	
	Total	1,184,889		Will Meet Target Dates	NA	✗	✗	✗	✓	✓	✓	✓	✓	
Peoria PEO14-101 (FFY 2014)	Location	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	None
	Work	Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	Agency Schedule	Initial	NA	8/1/13	7/1/13	9/1/12	9/1/13	NA	10/1/13	10/1/13	7/1/14	
	Project Type	Procurement		Current	NA	NA	7/1/13	9/1/12	9/1/13	5/1/13	10/1/13	10/1/13	7/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	645,831		Expected Date	NA	NA	7/1/13	9/1/12	9/1/13	5/1/13	10/1/13	10/1/13	7/1/14	
	Total	859,616		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX09-624 (FFY 2012)	Location	Various Locations	Target Dates			6/30/11	6/30/12	6/30/11	6/30/12	6/30/11	6/30/12	NA	9/30/12	The project could not obligate in 2012 due to last minute changes in ADOT procurement rules. The sponsor has requested to defer the project to 2013
	Work	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	Agency Schedule	Initial	5/20/12	NA	6/16/12	11/14/11	6/20/12	5/14/12	5/25/12	NA	9/1/12	
	Project Type	Construction		Current	5/20/12	NA	6/16/12	11/14/11	6/20/12	5/14/12	5/25/12	NA	9/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	12.0	
	CMAQ	665,000		Expected Date	5/20/12	NA	6/16/12	11/14/11	6/20/12	5/14/12	5/25/12	NA	9/1/13	
	Total	665,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Phoenix PHX09-872 (FFY 2013)	Location	Various locations	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Pave/dustproof alleys	Agency Schedule	Initial	5/15/12	NA	6/30/13	6/15/12	2/15/13	4/12/12	7/15/12	NA	9/1/13	
	Project Type	Construction		Current	5/15/12	NA	6/30/13	6/15/12	2/15/13	4/12/12	3/1/13	NA	9/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	
	CMAQ	1,050,000		Expected Date	5/15/12	NA	6/30/13	6/15/12	2/15/13	4/12/12	3/1/13	NA	9/1/13	
	Total	1,500,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX13-102 (FFY 2013)	Location	Various alley locations on 23 segments	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Construct dust proof alley project	Agency Schedule	Initial	2/12/12	NA	6/30/13	6/15/12	2/15/13	2/12/12	6/30/12	NA	8/28/13	
	Project Type	Construction		Current	2/12/12	NA	6/30/13	6/15/12	2/15/13	2/12/12	6/30/12	NA	8/28/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,232,750		Expected Date	2/12/12	NA	6/30/13	6/15/12	2/15/13	2/12/12	6/30/12	NA	8/28/13	
	Total	1,675,250		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX13-901 (FFY 2014)	Location	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	<p>Has a TIP amendment that breaks it into design in FY 2014 and separate right-of-way and construction phases occurring in FY 2015. The schedule shown is for the construction workphase and reflects to current FY 2014 programming of the project.</p> <p>It is anticipated that obligation of design in FY 2014 would require minimum time as the project sponsor is a certified accepted agency.</p>
	Work	Nevitt park Bicycle & Pedestrian Bridge Crossing	Agency Schedule	Initial	10/1/12	5/1/13	10/1/14	10/1/13	5/1/13	3/1/13	10/1/13	NA	9/30/14	
	Project Type	Construction		Current	10/1/12	5/1/13	6/30/15	10/1/13	6/30/14	3/1/13	6/30/15	NA	9/15/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	10.0	0.0	15.0	0.0	23.0	0.0	13.0	
	CMAQ	522,000		Expected Date	10/1/12	5/1/13	6/30/15	10/1/13	6/30/14	3/1/13	6/30/15	NA	9/15/15	
	Total	892,000		Will Meet Target Dates	NA	✓	✗	✗	✓	✓	✗	✓	✗	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Phoenix PHX13-903 (FFY 2013)	Location	32nd St Washington St to McDowell Rd	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Construct 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	Agency Schedule	Initial	8/20/07	5/12/12	2/1/13	1/12/12	6/1/12	NA	8/1/12	NA	2/1/13	
	Project Type	Construction		Current	8/20/07	5/12/12	4/1/13	1/12/12	2/15/13	NA	3/1/13	NA	5/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	2.0	0.0	10.0	0.0	8.0	0.0	3.0	
	CMAQ	373,000		Expected Date	8/20/07	5/12/12	4/1/13	1/12/12	2/15/13	NA	3/1/13	NA	5/1/13	
	Total	483,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Phoenix PHX14-101 (FFY 2014)	Location	Indian School Road: Grand Canal to 16th Street	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	Agency Schedule	Initial	5/1/12	2/2/13	6/30/14	11/21/12	1/1/13	NA	NA	NA	9/30/14	
	Project Type	Construction		Current	5/1/12	9/1/13	6/30/14	3/1/13	NA	11/1/13	2/1/14	NA	6/1/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	
	Environmental Clearance			Months Behind	0.0	8.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	873,422		Expected Date	5/1/12	9/1/13	6/30/14	3/1/13	NA	11/1/13	2/1/14	NA	6/1/14	
	Total	1,043,746		Will Meet Target Dates	NA	✗	✓	✓	✓	✗	✓	✓	✓	
Phoenix PHX14-103 (FFY 2014)	Location	Fiber Optic Backbone Expansion Phase B	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	None
	Work	To extend Phase B Fiber Optic Backbone, To provide Traffic Signal interconnect to the City of Phoenix TMC	Agency Schedule	Initial	10/1/13	11/1/13	6/30/14	12/1/13	5/31/14	NA	6/30/14	NA	9/1/14	
	Project Type	Procurement		Current	10/1/13	11/1/13	6/30/14	12/1/13	7/17/12	NA	6/30/14	NA	9/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	754,700		Expected Date	10/1/13	11/1/13	6/30/14	12/1/13	7/17/12	NA	6/30/14	NA	9/1/14	
	Total	978,143		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Phoenix PHX14-104 (FFY 2014)	Location	Various Alleys	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Alleys	Agency Schedule	Initial	2/12/13	NA	6/30/14	6/1/13	2/15/13	2/12/12	6/30/13	NA	8/28/14	
	Project Type	Construction		Current	2/12/13	NA	6/30/14	6/1/13	2/15/13	2/12/12	6/30/13	NA	8/28/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,033,934		Expected Date	2/12/13	NA	6/30/14	6/1/13	2/15/13	2/12/12	6/30/13	NA	8/28/14	
	Total	1,633,934		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Queen Creek QNC13-901C (FFY 2014)	Location	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Queen Creek Wash and South Bank Paved Path	Agency Schedule	Initial	7/1/12	4/1/13	5/31/14	9/1/12	3/31/13	10/1/12	12/31/13	6/30/12	6/30/14	
	Project Type	Construction		Current	7/1/12	4/1/13	5/31/14	11/15/12	8/31/13	11/15/12	12/31/13	6/1/14	6/30/14	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	3.0	6.0	2.0	0.0	25.0	0.0	
	CMAQ	525,000		Expected Date	7/1/12	4/1/13	5/31/14	11/15/12	8/31/13	11/15/12	12/31/13	6/1/14	6/30/14	
	Total	635,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Salt River Pima- Maricopa Indian Community SRP12-801 (FFY 2013)	Location	Pave Dirt Roads: Dobson Road, Center Rd, Mesa Dr, McDonald, and Alma School	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Pave Unpaved Road	Agency Schedule	Initial	11/15/11	9/28/12	2/28/13	11/15/11	9/28/12	7/28/11	11/30/12	12/1/11	2/28/13	
	Project Type	Construction		Current	11/15/11	9/28/12	2/28/13	11/15/11	9/28/12	7/28/11	11/30/12	12/1/11	2/28/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	2,589,595		Expected Date	11/15/11	9/28/12	2/28/13	11/15/11	9/28/12	7/28/11	11/30/12	12/1/11	2/28/13	
	Total	2,763,631		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Scottsdale SCT13-902 (FFY 2014)	Location	Citywide	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	None
	Work	Last mile connections from city Fiber Network	Agency Schedule	Initial	6/12/13	11/12/12	4/15/14	2/15/14	5/15/14	NA	NA	NA	6/15/14	
	Project Type	Procurement		Current	6/12/13	11/12/12	4/15/14	2/15/14	5/15/14	NA	NA	NA	6/15/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	350,000		Expected Date	6/12/13	11/12/12	4/15/14	2/15/14	5/15/14	NA	NA	NA	6/15/14	
	Total	700,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Scottsdale SCT14-102 (FFY 2014)	Location	Frank Llyod Wright Blvd & Loop 101	Target Dates			NA	6/30/14	NA	6/30/14	NA	NA	NA	9/30/14	None
	Work	Construct/Install adaptive traffic control	Agency Schedule	Initial	NA	NA	3/1/14	3/4/13	10/1/13	3/5/13	3/1/14	NA	4/1/14	
	Project Type	Procurement		Current	NA	NA	3/1/14	3/4/13	10/1/13	3/5/13	3/1/14	NA	4/1/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	36,328		Expected Date	NA	NA	3/1/14	3/4/13	10/1/13	3/5/13	3/1/14	NA	4/1/14	
	Total	50,850		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Scottsdale SCT14-103 (FFY 2014)	Location	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th S	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Roads	Agency Schedule	Initial	5/1/12	9/17/12	5/10/14	8/1/12	7/29/13	2/1/13	10/16/13	NA	5/2/14	
	Project Type	Construction		Current	5/1/12	9/17/12	5/10/14	8/1/12	7/29/13	2/1/13	10/16/13	NA	5/2/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,267,904		Expected Date	5/1/12	9/17/12	5/10/14	8/1/12	7/29/13	2/1/13	10/16/13	NA	5/2/14	
	Total	1,344,543		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Scottsdale SCT14-104 (FFY 2014)	Location	Arizona Canal from Chaparral to Indian Bend Wash	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Design and Construct multi-use path	Agency Schedule	Initial	6/1/11	1/1/13	12/1/14	5/1/12	1/1/13	5/1/13	8/30/13	NA	2/15/14	
	Project Type	Construction		Current	6/1/11	2/1/12	10/2/12	6/1/11	4/12/12	NA	4/2/12	NA	6/27/12	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	12.0	28.0	12.0	9.0	0.0	18.0	0.0	21.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,600,000		Expected Date	6/1/11	2/1/12	10/2/12	6/1/11	4/12/12	NA	4/2/12	NA	6/27/12	
	Total	3,511,700		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Surprise SUR11-714C (FFY 2013)	Location	Bell Rd: US-60 (Grand Ave) to 114th Ave	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	None
	Work	Design, acquire right of way and construct a multi-use path	Agency Schedule	Initial	1/1/11	9/2/11	12/1/12	1/1/11	12/15/11	1/2/11	2/1/13	NA	6/30/13	
	Project Type	Construction		Current	1/1/11	9/2/11	4/30/13	1/1/11	12/15/11	1/2/11	6/30/13	NA	6/30/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	6.0	0.0	0.0	0.0	6.0	0.0	0.0	
	CMAQ	325,000		Expected Date	1/1/11	9/2/11	4/30/13	1/1/11	12/15/11	1/2/11	6/30/13	NA	6/30/13	
	Total	825,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Surprise SUR12-817 (FFY 2013)	Location	Bell Rd: 141st Ave to Loop 303	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	Agency has requested to delete this project. Project completed with local funds.
	Work	Construct sidewalks	Agency Schedule	Initial	2/1/12	12/1/12	6/1/13	1/15/12	1/8/12	NA	6/1/13	NA	8/1/13	
	Project Type	Construction		Current	2/1/12	12/1/12	6/1/13	1/15/12	1/8/12	NA	6/1/13	NA	8/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	892,500		Expected Date	2/1/12	12/1/12	6/1/13	1/15/12	1/8/12	NA	6/1/13	NA	8/1/13	
	Total	1,275,000		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes		
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization			
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved					
Surprise SUR13-101 (FFY 2013)	Location	Various locations on 10 segments including Cactus Rd: 143rd Ave to Bullard Ave	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	Draft plans were completed after the deadline, but minimum design work is required. The environmental clearance is expected in early 2013.	
	Work	Pave Unpaved Shoulders	Agency Schedule	Initial	2/1/12	12/1/12	6/1/13	7/1/12	2/8/13	NA	2/1/13	NA	7/1/13		
	Project Type	Construction		Current	2/1/12	3/15/13	12/15/12	1/15/12	1/8/13	2/1/12	2/1/13	6/1/13	7/1/13		
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	6.0	6.0	1.0	0.0	0.0	0.0	0.0		0.0
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
	CMAQ	570,000		Expected Date	2/1/12	3/15/13	12/15/12	1/15/12	1/8/13	2/1/12	2/1/13	6/1/13	7/1/13		
	Total	616,310		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓		
Surprise SUR13-901 (FFY 2013)	Location	Loop 303: Peoria Ave to Bell Rd	Target Dates			NA	6/30/13	NA	6/30/13	NA	NA	NA	9/30/13	None	
	Work	Construct fiber optic interconnect to connect TI traffic signals, CCTV cameras, dynamic message signs, and connection to ITS fiber backbone	Agency Schedule	Initial	NA	10/1/12	6/30/13	7/1/12	9/1/12	NA	4/1/13	NA	7/31/13		
	Project Type	Procurement		Current	NA	10/1/12	6/30/13	7/1/12	9/1/12	2/1/13	4/1/13	NA	7/31/13		
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	CMAQ	753,437		Expected Date	NA	10/1/12	6/30/13	7/1/12	9/1/12	2/1/13	4/1/13	NA	7/31/13		
	Total	1,076,338		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓		
Tempe TMP12-805 (FFY 2013)	Location	Hardy Dr: University Dr to Broadway Rd	Target Dates			6/30/11	6/30/12	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	Technical documents for the environmental clearance were submitted late and the scheduled completion of the environmental clearance is very late. The agency indicates that it can obligate in 2013, but that it will be very close.	
	Work	Pedestrian and bicycle improvements	Agency Schedule	Initial	4/15/12	10/15/12	6/30/13	10/15/12	6/30/13	NA	6/30/13	NA	9/1/13		
	Project Type	Construction		Current	4/15/12	10/15/12	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/1/13		
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	CMAQ	1,193,891		Expected Date	4/15/12	10/15/12	6/30/13	10/15/12	6/30/13	6/30/12	6/30/13	NA	9/1/13		
	Total	2,645,130		Will Meet Target Dates	NA	✗	✓	✗	✓	✓	✓	✓	✓		

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Tempe TMP13-101 (FFY 2013)	Location	Holdeman Neighborhood Alley Stabilization	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	Alley paving project; Environmental documents have been submitted, but were submitted after the MAG deadline.
	Work	Construct alley stabilization project	Agency Schedule	Initial	6/15/12	8/15/12	12/1/12	9/15/12	3/15/13	NA	5/15/13	NA	9/1/13	
	Project Type	Construction		Current	6/15/12	NA	5/15/13	9/15/12	5/15/13	6/30/12	5/15/13	NA	7/1/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	6.0	0.0	2.0	0.0	0.0	0.0	0.0	
	CMAQ	531,097		Expected Date	6/15/12	NA	5/15/13	9/15/12	5/15/13	6/30/12	5/15/13	NA	7/1/13	
	Total	563,200		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Tempe TMP13-102 (FFY 2013)	Location	North Tempe neighborhood alley stabilization	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	Alley paving project; Environmental documents have been submitted, but were submitted after the MAG deadline.
	Work	Construct alley stabilization project	Agency Schedule	Initial	1/15/12	8/15/12	12/1/12	9/15/12	5/1/13	NA	5/15/13	NA	9/30/13	
	Project Type	Construction		Current	1/15/12	NA	6/30/13	9/15/12	5/1/13	6/30/12	5/15/13	NA	9/30/13	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	961,105		Expected Date	1/15/12	NA	6/30/13	9/15/12	5/1/13	6/30/12	5/15/13	NA	9/30/13	
	Total	1,019,200		Will Meet Target Dates	NA	✓	✓	✗	✓	✓	✓	✓	✓	
Tempe TMP13-902 (FFY 2013)	Location	City Wide	Target Dates			6/30/12	6/30/13	6/30/12	6/30/13	6/30/12	6/30/13	NA	9/30/13	30% plans completed and ED submitted; cannot start 60% until ED approved.
	Work	Procure and install traffic control cabinets and hardware-Phase 1 of 3	Agency Schedule	Initial	NA	9/1/12	7/1/13	5/29/12	8/29/12	NA	6/29/12	NA	4/1/13	
	Project Type	Construction		Current	NA	10/25/12	6/30/13	5/29/12	11/16/12	6/30/12	10/16/12	NA	4/1/13	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 1, Categorical Exclusion		Months Behind	0.0	2.0	0.0	0.0	3.0	0.0	4.0	0.0	0.0	
	CMAQ	539,000		Expected Date	NA	10/25/12	6/30/13	5/29/12	11/16/12	6/30/12	10/16/12	NA	4/1/13	
	Total	770,000		Will Meet Target Dates	NA	✗	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Tempe TMP14-101 (FFY 2014)	Location	Rural Road to Kiwanis Park	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct multiuse path	Agency Schedule	Initial	9/1/12	5/1/13	7/1/14	12/1/12	7/1/13	12/1/12	7/1/14	NA	9/30/14	
	Project Type	Construction		Current	9/1/12	5/1/13	7/1/14	12/1/12	7/1/13	12/1/12	7/1/14	NA	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	1,323,000		Expected Date	9/1/12	5/1/13	7/1/14	12/1/12	7/1/13	12/1/12	7/1/14	NA	9/30/14	
	Total	1,690,000		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	
Tempe TMP14-102 (FFY 2014)	Location	Corridors of Elliot/Guadalupe/ Warner	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	This project sponsor has requested to defer this project to 2015
	Work	Construct/Install fiber optic communication to the signals and install wireless radios with CCTVs monitors	Agency Schedule	Initial	5/1/14	5/31/13	6/30/14	9/1/13	12/1/13	NA	11/1/13	NA	9/1/14	
	Project Type	Construction		Current	5/1/14	5/31/14	6/30/15	5/31/14	12/1/14	NA	11/1/14	NA	9/1/15	
	Design Process	Federally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance	Group 2, Categorical Exclusion		Months Behind	0.0	13.0	13.0	10.0	13.0	0.0	13.0	0.0	13.0	
	CMAQ	383,333		Expected Date	5/1/14	5/31/14	6/30/15	5/31/14	12/1/14	NA	11/1/14	NA	9/1/15	
	Total	547,619		Will Meet Target Dates	NA	✗	✗	✗	✗	✓	✗	✓	✗	
Tempe TMP14-103 (FFY 2014)	Location	Evergreen - The area bounded by Broadway R, the Price Frwy, Southern Av and the eastern Tempe city limits	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	None
	Work	Construct/Pave Dirt Alleys	Agency Schedule	Initial	7/1/12	3/1/13	6/30/14	5/1/13	6/30/14	5/1/13	6/30/14	NA	9/30/14	
	Project Type	Construction		Current	7/1/12	3/1/13	6/30/14	5/1/13	6/30/14	5/1/13	6/30/14	NA	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	482,057		Expected Date	7/1/12	3/1/13	6/30/14	5/1/13	6/30/14	5/1/13	6/30/14	NA	9/30/14	
	Total	511,197		Will Meet Target Dates	NA	✓	✓	✓	✓	✓	✓	✓	✓	

Project Status Report (Sorted by Agency, Year and Project Type)

Project Information			Project Scheduling Information										Notes	
			Category	Design			Environmental		Right-of-Way		IGA Approved	FHWA Author-ization		
				Start	60% Plans Started	PS&E Completed	Tech Docs Started	Clearance Approved	Inventory Started	Clearance Approved				
Youngtown YTN14-101 (FFY 2014)	Location	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Target Dates			6/30/13	6/30/14	6/30/13	6/30/14	6/30/13	6/30/14	NA	9/30/14	Youngtown will submit a reprogramming request for this project
	Work	Construct multiuse path	Agency Schedule	Initial	3/15/12	4/20/12	6/30/14	3/15/12	7/1/13	NA	6/30/14	6/30/14	9/30/14	
	Project Type	Construction		Current	3/15/12	4/20/12	6/30/14	3/15/12	7/1/13	NA	6/30/14	6/30/14	9/30/14	
	Design Process	Locally Funded	Schedule Status	Months Ahead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Environmental Clearance			Months Behind	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	CMAQ	292,800		Expected Date	3/15/12	4/20/12	6/30/14	3/15/12	7/1/13	NA	6/30/14	6/30/14	9/30/14	
	Total	310,500		Will Meet Target Dates	NA									

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

1/14/2013

HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
CVK07-601C	Gave Creek	Townwide	Pave dirt roads program— Construct	2014		0.5	0	0	CMAQ	\$	\$ 180,000	\$	\$ 180,000	Amend: Agency requested to delete project from TIP.
FTH11-701	Fountain Hills	Fountain Hills Blvd- Cholla Drive to Crystal Point Dr.	Design and construct new sidewalk	2014		0.6	2	2	CMAQ	\$ 130,000	\$ 300,000	\$	\$ 430,000	Amend: Delete Project.
FTH11-801	Fountain Hills	Shea Blvd: 142nd St to Eagle Mountain Pkwy	Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain Hills section)	2015		0.6	6	6	CMAQ	\$ 117,000	\$ 273,000	\$ -	\$ 390,000	Amend: Request to defer the project from FY 2014 to FY 2015.
FTH14-101	Fountain Hills	Shea Blvd. and Downtown Area.	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	2015		7.0	0	0	CMAQ	\$ 289,407	\$ 922,616	\$ -	\$ 1,212,023	Amend: Request to defer 1 year.
GLN04-316	Glendale	43rd Ave at Peoria Ave	Design and construct gateway facility	2012	NA		5	5	STP-TEA	282,500	336,826	\$	620,326	Amend: Agency requested to delete project from TIP.
GLN11-702	Glendale	New River (East Bank): Northern Ave to Bethany Home Rd	Construct multi-use path and underpasses, with landscaping, and lighting in two locations.	2013	Jun-14	2.2	0	0	CMAQ	\$ 1,102,113	\$ 550,000	\$ -	\$ 1,652,113	Admin: Reduce total project cost by \$2,815,007; reduce local cost by \$2,815,007. Local match is 33.3% of project phase cost. Project Description update; Reduction of total cost due to eliminating parking, substantial reduction in lighting to two locations, and eliminate signal crossing.
GDY13-901	Goodyear	Citywide	Design and construction of fiber optic interconnect in existing conduit for traffic management through video surveillance and data collection	2014		15.0	0	0	CMAQ	\$ 42,000	\$ 700,000	\$ -	\$ 742,000	Admin: Correct local cost from Feb 22, 2012 RC action, data entry error.
GDY14-101	Goodyear	Van Buren Street - Estrella Parkway to Cotton Lane	Construct traffic signal connection to three existing and one future traffic signal and install CCTV cameras	2015	Jun-16	2	0	0	CMAQ	\$ 250,863	\$ 749,164	\$ -	\$ 1,000,027	Amend: Defer project from FY2014 to FY2015.
MES07-315	Mesa	Southern Ave at Country Club Dr	Add 1 right turn lane and three bus pullouts.	2012					CMAQ	\$ 3,437,000	\$ 910,000	\$	\$ 4,347,000	Amend: Duplicate entry, delete from TIP.
MES08-603	Mesa	Dobson Road Bicycle and Pedestrian Route Improvements (Broadway Road to Main Street)	Construct a bicycle & pedestrian route along Dobson Rd. & upgraded on both side of the street to provide safer pedestrian and bicycle routes.	2012	Jun-13	0.5	4	4	CMAQ	\$ -	\$ 1,471,700	\$ -	\$ 1,471,700	Admin: Project authorized by ADOT/FHWA on 9/12/12; Estimated open date is 2013.
MES12-814	Mesa	Fiesta Paseo Nodes on Southern Avenue between Alma School and Dobson Road	Construct pedestrian refuge and shelters for the Fiesta Pathway	2014	Jun-14	1.0	6	6	CMAQ	\$ 428,087	\$ 998,870	\$ -	\$ 1,426,957	Amend: Correction to length of project from 2 miles to 1 mile. Correction of location from Extension to Tempe Canal, to: Fiesta Paseo Nodes on Southern Ave between Alma Sch. And Dobson Rd.

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HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MES13-902	Mesa	West Side Real Time Adaptive Proj (initial deploy in Fiesta district), West city limits to Country Club, Broadway to Baseline	Upgrade central traffic control system software to accommodate a lite version of adaptive control	2013	Sep-14	4	4	4	CMAQ	\$ 206,700	\$ 318,182	\$ -	\$ 524,882	Admin: Increase total project cost by \$56,700; increase local cost by \$56,700. Local match rate is 39.4% of project phase cost.
MES13-906	Mesa	Anonymous Re-Identification (ARID) Sensors to Detect Travel Time and Traffic Incidents	Construction	2013	Jul-13	40.0	4	4	CMAQ	\$ 200,750	\$ 381,818	\$ -	\$ 582,568	Admin: Change Project name. from Bluetooth sensor deployment at approximately 80 intersections, to: ARID sensors to detect travel time and traffic incidents. Update completion date.
PEO13-902	Peoria	New River Pathway, Northern Ave and Olive Ave	Construct Olive to Northern multi-use path with extension to connect to Glendale path at Northern	2014	Jul-15	1.1	4	4	CMAQ, STP-TEA	\$ 234,889	\$ 950,000	\$ -	\$ 1,184,889	Amend: Defer the project from FY 2013 to FY 2014. Local cost if 19.8% of total project cost.
PHX09-624	Phoenix	Various Locations	Construct Regional ITS fiber optic backbone, phase B-1	2013		30.0	0	0	CMAQ	\$ -	\$ 665,000	\$ -	\$ 665,000	Amend: Defer form FY 2012 to FY 2013 due to policy changes at ADOT that occurred just prior to expected obligation.
PHX09-872	Phoenix	Various locations	Pave/dustproof alleys	2013	Jun-14	31.8	0	0	CMAQ	\$ 450,000	\$ 1,050,000	\$ -	\$ 1,500,000	Admin: Increase mileage to be paved from 3.0 to 32. New application allows for increased coverage.
PHX13-102	Phoenix	Various alley locations on 33 segments	Construct dust proof alley project	2013	Jun-14	38.1	0	0	CMAQ	\$ 442,500	\$ 1,232,750	\$ -	\$ 1,675,250	Admin: Increase mileage to be paved from 33 to 38 miles. Update locations.
PHX13-901	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: Construction Phase	2015	Jun-16	0.5	0	0	CMAQ	\$ 18,354	\$ 303,646	\$ -	\$ 322,000	Amend: Defer Construction from FY14 to FY 15 and reduce construction budget to \$322,000 total cost, from \$892,000., New Design Phase for FY2014, new ROW for FY2015. Match is 5.7% of project phase cost. Total project cost reduced from \$892,000 (\$522,000 federal, \$370,000 local) to: \$547,000 (\$515,821 federal, \$31,179 local).
PHX13-901D (NEW)	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: Design Phase	2014	Jun-15	0.5	0	0	CMAQ	\$ 11,400	\$ 188,600	\$ -	\$ 200,000	Amend: New Design Phase for FY2014. Match is 5.7% of project phase cost. Defer Construction from FY14 to FY 15.
PHX13-901RW (NEW)	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing: ROW Phase	2015	Jun-16	0.5	0	0	CMAQ	\$ 1,425	\$ 23,575	\$ -	\$ 25,000	Amend: New ROW Phase for FY2015. Match is 5.7% of project phase cost. Defer Construction from FY14 to FY 15.
PHX14-181	Phoenix	Nevitt Park: 46th St and Vineyard Rd	Bicycle and Pedestrian Bridge, Right-of-Way Acquisition	2015	Jul-16	0.5	0	0	Local	\$ 200,000	\$ -	\$ -	\$ 200,000	Amend: Defer project from 2014 to 2015, update project description from Bicycle and Pedestrian Bridge, to: Bicycle and Pedestrian Bridge, Right-of-Way Acquisition. Reduce total/local cost from \$224,000 to \$200,000.
PHX15-180	Phoenix	Nevitt Park: 46th St and Vineyard Rd	Bicycle and Pedestrian Bridge, Construction	2016	Jun-16	0.5	0	0	Local	\$ 500,000	\$ -	\$ -	\$ 500,000	Amend: Defer project from 2015 to 2016, update project description from Bicycle and Pedestrian Bridge, to: Bicycle and Pedestrian Bridge, construction. Project is outside of TIP Window, Delete from TIP.

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HIGHWAY														
TIP #	Agency	Project Location	Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
SUR12-817	Surprise	Bell Rd: 141st Ave to Loop 303	Construct sidewalks	2012					CMAQ	\$ 382,500	\$ 892,500	\$ -	\$ 1,275,000	Amend: Delete project from TIP. Requested previously.
TMP 14-102	Tempe	Corridors of Elliot/Warner/Guadalupe	Construct/install fiber optic communication to the signals and install wireless radios with CCTVs	2015	Sep-16	11	0	0	CMAQ	\$ 164,286	\$ 383,333	\$ -	\$ 547,619	Amend: Defer project from FY2012, to FY 2015. Local cost is 30% of total phase cost.
TMP10-620	Tempe	Broadway Rd: Rural Rd to Mill Ave	Acquire right-of-way and construct pedestrian and bicycle facilities improvements	2014	Dec-12	1	5	5	CMAQ	\$ 1,285,890	\$ 3,857,670	\$ -	\$ 5,143,560	Amend: defer project from 2012 to 2014. Local match is 25% of total phase cost.
TMP10-629	Tempe	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	2013	Jun-14	0	0	0	CMAQ	\$ 327,224	\$ 692,777	\$ -	\$ 1,020,001	Amend: defer from 2012 to a 2013. Local cost is 32% of total phase cost.
YTN12-101	Youngtown	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Multiuse Path and Peoria ave straightening to accommodate multiuse path: Design Phase	2013	Jun-14	1.25m	2	2	Local	\$ 75,000	\$ -	\$ -	\$ 75,000	Amend: Defer Design Phase from FY2012 to 2013, modify work description to include Peoria Road Straightening. Project sponsor requests CMAQ from FY 2013 closeout if available.
YTN13-101	Youngtown	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Multiuse Path and Peoria ave straightening to accommodate multiuse path: ROW acquisition	2014	Jun-15	1.25m	2	2	Local	\$ 50,000	\$ -	\$ -	\$ 50,000	Defer ROW phase to 2014, modify work description to include Peoria Road Straightening and reduce funding from \$60,000 down to \$50,000.
YTN14-101	Youngtown	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue).	Multiuse Path and Peoria ave straightening to accommodate multiuse path: Construction phase	2014	Jun-15	1.25m	2	2	CMAQ	\$ 157,200	292,800	\$ -	\$ 450,000	Admin: Increase total project cost by \$130,500 (increase local by \$130,500), project scope revised to address need for straightening Peoria Ave for sightline of multiuse pathway. Modify project description.

Changes to TIP in Red

Strike through denotes project deletion and change to TIP.

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

1/14/2013

Transit			Project Description	Fiscal Year	Est. Date Open	Length miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
TIP #	Agency	Project Location												
PHX12-115T	Phoenix	Regionwide	Purchase Standard 40 ft buses	2012	2013	na	na	na	5309-SGR	-	7,000,000	1,433,735	8,433,735	Amend: New project; Funded at 83% Fed/Reg Match 17%. Federal Register /Vol. 76, No. 215 /Monday, November 7, 2011 /Notices, Project #D2011-BUSP-004.

Changes to TIP in Red

Strike through denotes project deletion and change to TIP.

Table C. Arterial Life Cycle Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement

1/14/2013

ALCP																
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	2012	2013	CHN12-109DZ	Chandler Blvd at Alma School Rd	Design intersection improvement	0.3	4	6	Local	\$ -		\$ 380,031	\$ 380,031	RARF	\$ 266,059	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer reimbursement year.
Maricopa County	2013	2014	MMA12-106RZ3	Northern Parkway: Sarival to Dysart	Construct and landscape roadway widening	4.1	4	6	Local	\$ -	\$ -	\$2,544,850	\$ 2,544,850	STP-MAG	\$ 2,409,793	Amend: Delete TIP listing and replace with MMA14-106CLZ
Maricopa County	2013	2014	MMA14-106CLZ	Northern Parkway: Sarival to Dysart	Construct and landscape roadway widening	4.1	4	6	Local	\$ -	\$ -	\$2,544,850	\$ 2,544,850	STP-MAG	\$ 2,399,794	Amend: New TIP listing programmed at 94.3% federal federal aid funds.
Mesa	2010	2013	MES12-126RZ2	Power Rd: Santan Fwy to Pecos Rd	Right-of-way acquisition for roadway widening	1.5	4	6	Local	\$ -	\$ -	\$3,823,446	\$ 3,823,446	RARF	\$ 1,105,171	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Change agency, defer funding. TIP listing is 2/2 for this workphase's FY13 reimbursement (MES11-126RWZ is 1/2).
Mesa	2010	2013	MES12-126RZ	Power Rd: Santan Fwy to Pecos Rd	Reimbursement for advance design of roadway widening	1.5	4	6	Local	\$ -	\$ -	\$1,189,694	\$ 1,189,694	RARF	\$ 640,185	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Change agency, defer funding. TIP listing is 2/2 for this workphase's FY13 reimbursement (MES11-126DZ is 1/2).
Phoenix	2013	2013	PHX100-12C	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	2	0	6	Local	\$ -	\$ -	\$ 546,158	\$ 546,158	STP-MAG	\$ -	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. Defer federal reimbursement.
Scottsdale	2013	2013	SCT15-116DZ	Scottsdale Airpark Area	Design Concept Report: Scottsdale Airpark	0	0	0	RARF	\$ -	\$ 704,000	\$ 301,714	\$ 1,005,714	RARF	\$ 704,000	Admin: TIP listing project change was inadvertently omitted from September 26, 2012 action. New TIP listing.

Changes to TIP in Red

Strike-through denotes project deletion and change to TIP.

TABLE D. Amendments and Administrative Modifications to the FY2011-2015 TIP

1/10/2013

Safety Program

Agency	Section	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MIAG	Mode	Funding	Federal	Regional	Local	Total	Requested Change
Cave Creek	Highway	2013	CVK14-100	Various Locations - Town Wide	Sign Inventory Management System and Sign Upgrades- Phase 3	0.0	0	0	NULL	No	-----	Safety	HSIP	44,330	0	0	44,330	Admend: Advance project from FY2014 to 2013.	
Chandler	Highway	2014	CHN14-108	Various Locations - Citywide	Upgrade Bike Lane Pavement Symbols - Phase 2	0.0	0	0	NULL	No	-----	Safety	HSIP	94,555	0	0	94,555	Admend: Delete project from TIP. ADOT determined ineligible.	
Glendale	Highway	2013	GLN14-103	Various Locations - Citywide	Sign Inventory Management System and Sign Upgrades- Phase 2	0.0	0	0	NULL	No	-----	Safety	HSIP	180,000	0	0	180,000	Admend: Advance project from FY2014 to 2013.	
Litchfield Park	Highway	2013	LPK14-100	Various Locations - Citywide	Sign Inventory Management System and Sign Upgrades - Phase 3	0.0	0	0	NULL	No	-----	Safety	HSIP	45,000	0	0	45,000	Admend: Advance project from FY2014 to 2013.	
Scottsdale	Highway	2013	SCT14-116	Various Locations - Citywide	Pedestrian Countdown Signal Heads - Phase 2	0.0	0	0	NULL	No	-----	Safety	HSIP	103,876	0	0	103,876	Admend: Advance project from FY2014 to 2013.	
Tempe	Highway	2013	TMP14-104	Various Locations - Citywide	Pedestrian Countdown Signal Heads and Audible Push Buttons- Phase 3	0.0	0	0	NULL	No	-----	Safety	HSIP	106,917	0	0	106,917	Admend: Advance project from FY2014 to 2013.	
Scottsdale	Highway	2013	SCT14-115	Various Locations - Citywide	Install Changeable Speed Warning Signs - Phase 3	0.0	0	0	NULL	No	-----	Safety	HSIP	101,000	0	0	101,000	Admend: Advance project from FY2014 to 2013.	
														total advancing		581,123			

Change to TIP are in RED

December 5, 2012

TO: Members of the Transportation Review Committee
FROM: Teri Kennedy, Transportation Improvement Program Manager
SUBJECT: TIER 2 - FEDERAL FISCAL YEAR (FFY) 2013 DYNAMIC TIP PROCESS

On July 6, 2012, a new surface transportation authorization act was signed; Moving Ahead for Progress in the Twenty first Century (MAP-21). Under MAP-21 many programs and funding levels changed. MAG staff postponed the summer closeout of FFY2013 CMAQ projects until clarification of funding levels and eligibility was published by ADOT and FHWA. MAG has received preliminary FHWA funding projections in late November, and is able to move forward at this time in FFY2013 CMAQ Closeout utilizing the Dynamic TIP Process.

The Maricopa Association of Governments Regional Council approved the MAG Federal Fund Programming Guidelines & Procedures on October 26, 2011. Requirements of the 500.3- Step 5: Federal Project Development Process & Dynamic TIP Process. Tier 2 of the process is as follows:

- **Tier 2** – CMAQ projects programmed in the TIP that are not in the (current) fiscal year but could be advanced to obligate in the (current) fiscal year FY2013. Projects in this category have second priority overall. Priority in the category will be based on completed milestones.
 - a. For Tier 2 construction projects (currently programmed in FY2014 or FY2015) to be advanced into the current fiscal year FY2013, it is required that three milestones are met:
 - i. Environmental clearance approved if the project is federally funded, otherwise the environmental clearance have been submitted.
 - ii. Completed 60% Design/Engineering plans
 - iii. For right of way purchases, properties are inventoried and appraisals are completed
 - b. For procurement projects to be included in Tier 2, it is required that the environmental, right-of-way and project scoping documents needed to obtain the related clearance have been submitted.
 - c. The project sponsor **is required to submit a letter signed by the sponsor agency engineer** for construction projects that design plans are at 60%, the date that the

environmental clearance was approved or submitted depending on the funding used to design the project, and a letter that certifies that the right of way (if applicable) is underway with properties inventoried. For procurement projects the letter is to identify the dates that submittals were made for the scoping document, the environmental clearance document and the right-of-way clearances document. This information **is due to MAG by January 4th, 2013** (for summation and evaluation) at the January TRC meeting.

- i. At the January TRC meeting, project milestone information will be presented, discussed, and recommendation to move Tier 2 projects into the upcoming federal fiscal year of the TIP.
- ii. Recommendations from TRC move forward to Management Committee and Regional Council in February.

The request to advance FFY 2014 and FFY2015 project(s) to FFY 2013 is to be printed on member agency letterhead and signed by the sponsor agency engineer. MAG staff is available to help with information and questions regarding the Federal Fund Project Commitment Letter Requirements. Please contact Steve Tate at state@azmag.gov or (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

January 15, 2013

SUBJECT:

Year End Closeout Report of Federal Fiscal Year 2012 Funds, and Evaluation of Federal Fiscal Year 2013 Funding Levels for Tier 3 Programming

SUMMARY:

Closeout of the federal fiscal year (FFY) 2012 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality (CMAQ) program and the Surface Transportation Program (STP) funding levels was reported by the Arizona Department of Transportation (ADOT) to MAG in December for FFY 2012 fourth quarter. An evaluation of funding shows revenues of \$102.1 million and expenditures of \$81.2 million, which leaves \$17.9 million of CMAQ funds available for carry forward. Additionally in FFY 2012, STP revenues of \$28.1 million and expenditures of \$31.2 million leave a negative \$3.1 million of STP funding for FFY 2013. Please refer to table A for additional detail. The FFY 2012 funding carry forward amounts will be incorporated into the Tier 3 Closeout process.

On July 6, 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) Surface Transportation Authorization Act was signed into law. The federal funding levels for FFY 2013 surface transportation programs have been published and are funded through March 2013. The Obligation Authority (OA) is currently unknown at this time, pending legislative action. MAG will be working under the reasonable assumption that the CMAQ and STP programs will receive a full year authorization with at least a 94.6 percent OA (programming limit). To ensure that all MAG regional OA is fully utilized each year and minimize the risk of loss of funding to the region, staff is moving forward with requesting a Federal Fund Tier 3 Closeout for CMAQ funded projects for FY 2013.

The MAG Federal Fund Programming Guidelines & Procedures, approved by Regional Council on October 26, 2011, outline a dynamic Transportation Improvement Program (TIP) process by defining three tiers of federal fund projects. Tier 3 funding is made available through unprogrammed, deleted, project final vouchers, and unobligated funding. Tier 3 priorities can be, but are not limited to, the following options that can obligate by June 28, 2013:

- Advance federal funded projects to FFY 2013;
- Increase in federal funding to projects due to obligate in FY 2013 (CMAQ can be used to fund 94.3 percent of project phase costs in FFY 2013 for eligible activities);
- Fund regional projects that are eligible for CMAQ and can obligate in FY 2013; and,
- Fund new projects that are eligible for CMAQ and can obligate in FY 2013. If new projects are recommended, the process could be expanded for another one to two months to get project information.

Included in the December 2012 edition of the Federal Funding Status Report, information on project phases that could advance was included. In the report, no FY 2014 or FY 2015 project phase advancements were requested, and many projects requested deferment. An evaluation of FY 2013 projects programmed in the FY 2011-15 TIP based on expected full year apportionment awards of

CMAQ funding, programmed transfers, and carry forward funding due to project closeouts makes \$14.2 million available for programming in FY 2013 (Table B). During the evaluation of FY 2014 projects programmed in the FY 2011-15 TIP, a \$3.5 million over programming of CMAQ funded projects was identified (Table C). This shift of funding from year to year is due primarily to project deferrals and cancellations.

The Transportation Review Committee (TRC) met on December 13, 2012, and discussed two scenarios that MAG staff had developed to closeout the FY 2013 federal CMAQ funded project phases and initially address the FY 2014 over programming. The first step in both scenarios suggested funding current project phases that will obligate in FY 2013 at the maximum federal portion of 94.3 percent. The second step for scenario #2 suggested including all elements of scenario #1 and funding the design phases for current FY 2014 CMAQ funded construction and procurement projects. In both scenarios a balance of funding from FY 2013 would be carried forward to address the FY 2014 over programming based on ADOT and FHWA approval to carry forward the funding.

The TRC recommended scenario #2, and requested staff prepare the closeout project listing, and gain ADOT and FHWA approval to carry forward the balance of CMAQ funding. The detail of project changes that include scenario #2 is attached in the Project Closeout Table. An update of Freeway Lifecycle projects has been included in the current version which was omitted in the version presented at TRC. An update of actual costs for all scenarios is included in updated Tables C, D, and E. Please refer to attachments.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of these recommendations will allow for additional project phases and increase federal funding for transportation projects in the MAG region for FY 2013 and will provide carry forward funding in FY 2014.

CONS: There is no guarantee that sufficient funds will be available in the following fiscal year.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Action to close out the FFY 2013 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. These actions may include any necessary amendments or administrative adjustments to the FY 2011-2015 MAG TIP to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

ACTION NEEDED:

Recommend approval of Scenario Two for the Tier 3 closeout of Federal Fiscal Year (FFY) 2013 projects. Scenario Two funds all Congestion Mitigation and Air Quality (CMAQ) project phases that will obligate in FFY 2013 at the maximum federal share, up to 94.3 percent, of eligible project costs, and fund the design phases that can obligate by June 28, 2013, for currently programmed FFY 2014 CMAQ construction and procurement projects; and of the necessary 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 16, 2013, MAG Management Committee agenda. An update will be provided on action taken by the committee.

Transportation Review Committee: On December 13, 2012, the TRC recommended approval of Scenario #2: fund all CMAQ project phases that will obligate in FFY 2013 at a the federal share, up to 94.3 percent of project costs, and fund the design phase that can obligate by June 28, 2013 for currently programmed FY 2014 CMAQ construction and procurement projects; and of the necessary 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

- Scottsdale: David Meinhart, Chair
- Avondale: David Fitzhugh, Vice-Chair
- ADOT: Kwi-Sung Kang for Floyd Roehrich
- * Buckeye: Scott Lowe
- Chandler: Dan Cook for Patrice Kraus
- El Mirage: Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Leah Hubbard
- Glendale: Terry Johnson
- * Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres

- Litchfield Park: Woody Scoutten
- * Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Andrew Granger
- Phoenix: Rick Naimark
- # Queen Creek: Troy White
- * Surprise: Bob Beckley
- Tempe: Chad Heinrich
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- *Street Committee: Charles Andrews, Avondale
- 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:

Teri Kennedy, (602) 254-6300.

Funding Tables

1/14/2013

TABLE A: FFY2012 MAG FHWA Authorizations, Allocations, and Expenditures

MAG Region FFY2012 Closeout 4th Quarter					
Year/Type of funds	OA Rate	Apportionments	^OA all Areas	CMAQ	STP
FFY2011 FHWA Carry Forward	100%	40,591,573	40,591,572	42,145,814	(664,005)
FFY2012 FHWA Allocations	100%	120,714,819	120,714,818	55,315,294	60,461,561
FFY2012 FHWA MPO Authorizations	100%	(30,530,774)	(30,530,774)	743,261	(32,657,299)
FFY2012 Final Vouchers (closed projects)	100%	4,199,621	4,199,621	3,937,893	261,727
FFY2012 FHWA Authorized Projects	100%	(76,775,154)	(76,775,154)	(40,988,783)	(30,493,325)
FFY2012 FHWA Transfers to Transit	100%	(43,208,128)	(43,208,128)	(43,208,128)	-
Totals		14,991,957	16,546,197	17,945,352	(3,091,341)

Table B: FFY2013 MAG

FHWA Funding Levels for FFY2013 Closeout*					
Year/Type of funds	OA Rate	Apportionments	OA (STP-MAG, CMAQ)	CMAQ	STP
FFY2012 Carry Forward		14,991,957	14,854,011	17,945,352	(3,091,341)
FFY2012 Carry Forward with OA applied at:	94.60%	0	14,051,894	16,976,303	(3,091,341)
*FFY2013 FHWA with OA applied at:	94.60%	47,305,804	94,611,608	45,757,048	48,854,561
*Total FHWA FFY2013 Budget	94.60%	\$ 47,305,804	\$ 108,663,503	\$ 62,733,350	\$ 45,763,220

Table C: FFY2013 and FFY2014 MAG

FHWA Funding for FFY2013 Closeout*					
Year/Type of funds	Rate	Apportionments	OA (STP-MAG, CMAQ)	CMAQ	STP
*Total FHWA FFY2013 Budget	94.60%	47,305,804	108,663,503	62,733,350	45,763,220
FY2013 HWY Projects Currently Programmed in TIP, Federal Portion, Dec 5th RC Action^				(23,425,547)	(47,821,528)
FY2013 FLCP Projects^				(8,675,300)	
FY2013 Transit Rail Programming level (Transfer to Flex)				(16,426,780)	-
Total Available				\$ 14,205,723	\$ (2,058,308)

^ Updated information with actuals

1/2/2013

FHWA Funding for FFY2014*					
Year/Type of funds	Rate	Apportionments	OA (STP-MAG, CMAQ)	CMAQ	STP
*Total FHWA FFY2014 Budget	94.60%		95,406,346	46,141,407	49,264,939
Carry forward from FFY2013 TBD					
FY2014 HWY Projects Currently Programmed in TIP, Federal Portion, Dec 5th RC Action^				(33,064,242)	(60,358,314)
FY2014 Transit Rail Programming level (Transfer to Flex)				(16,564,765)	-
Total Available^	94.60%			\$ (3,487,600)	\$ (11,093,375)

Table D: FFY2013 MAG Scenario One

Scenario 1: Fully Fund current year FFY2013 CMAQ: AQ Pave, Bike/Ped/Paving Projects*					
Year/Type of funds	Rate	Apportionments	OA (STP-MAG, CMAQ)	CMAQ	STP
FFY 2013 Total Available^	94.60%			\$ 14,205,723	\$ (2,058,308)
Fund all FFY2013 CMAQ Construction, Design, and ROW phases at maximum 94.3% Federal rate				(6,309,405)	
Balance				\$ 7,896,318	\$ (2,058,308)

Table E: FFY2013 MAG Scenario Two

Scenario 2: Fully Fund current year FFY2013 CMAQ: AQ Pave, Bike/Ped/Paving projects. AND Fund Design for FFY2014 projects*					
Year/Type of funds	Rate	Apportionments	OA (STP-MAG, CMAQ)	CMAQ	STP
FFY 2013 Total Available^	94.60%			\$ 14,205,723	\$ (2,058,308)
Fund all FFY2013 CMAQ Construction, Design, and ROW phases at maximum 94.3% Federal rate				(6,309,405)	
Fund all FFY2014 Construction Projects for a Design Phase that can obligate by June 28, 2013				(1,286,055)	
Balance				\$ 6,610,263	\$ (2,058,308)

*All amounts are in YOES\$, and OA and funding amounts are subject to change based on federal authorization levels and ADOT allocations.

CloseOut Table. CMAQ CLOSEOUT FFY2013: Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

1/14/2013

HIGHWAY

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	In ALCP	MAG Mode	Funding	Federal	New Federal	Regional	Local	New Local	Total	Note
Avondale	2013	AVN13-901	McDowell Rd: 99th Ave to Avondale Blvd and 99th Ave: McDowell Rd to 1/8 mile north	Furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	2.1	6	6	No	ITS	CMAQ	753,467	1,119,429		433,626	67,664	1,187,093	Admin: increase to 94.3% Federal share of phase total cost.
Buckeye	2013	BKY13-101	7th St: Norton Dr from Beloat Rd	Construct pave unpaved road project	0.4	2	2	No	Air Quality	CMAQ	233,225	233,226		14,098	14,097	247,323	Admin: increase to 94.3% Federal share of phase total cost.
Buckeye	2013	BKY11-801	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	0.2	0	0	No	Air Quality	CMAQ	64,456	64,456		3,896	3,896	68,352	Admin: increase to 94.3% Federal share of phase total cost.
Chandler	2013	CHN13-102	Alleys bounded by Dobson Rd, Warner Rd, Alma School Rd and Knox Rd & Alma School Rd, Knox Rd, Arizona Ave and Ray Rd.	Design work for Pave Dirt Alley project	12.8	0	0	No	Air Quality	Local CMAQ		80,155		85,000	4,845	85,000	Admin: increase to 94.3% Federal share of phase total cost.
Chandler	2012	CHN08-610C	Loop 101 (Price Freeway) at Galveston Street	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	0.0	0	0	No	Bicycle	CMAQ	3,707,625	4,342,475		894,875	-	4,342,475	Admin: Competitive bid process (opened 1-11-13) yielded higher than engineering estimate. Increase CMAQ funding by 634,850.
El Mirage	2013	ELM13-101	Various Arterial Traffic Signals within City of El Mirage	Design ITS project for various arterial traffic signals within El Mirage limits	13.0	0	0	No	ITS	Local CMAQ		58,985		62,550	3,565	62,550	Admin: increase to 94.3% Federal share of phase total cost.
Gilbert	2013	GLB13-906	Seven intersections near Baseline Rd. and Val Vista Dr. (approx. 3 miles)	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	9.5	0	0	No	ITS	CMAQ	122,234	174,676		63,000	10,558	185,234	Admin: increase to 94.3% Federal share of phase total cost.

CloseOut Table. CMAQ CLOSEOUT FFY2013: Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

1/14/2013

HIGHWAY

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	In ALCP	MAG Mode	Funding	Federal	New Federal	Regional	Local	New Local	Total	Note
Gilbert	2013	GLB13-101	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	Design for the installation of fiber optic communication lines and add CCTV cameras, traffic signal video detection, and controllers near	3.0	0	0	No	ITS	Local-CMAQ	44,196	41,677		44,196	2,519	44,196	Admin: increase to 94.3% Federal share of phase total cost.
Glendale	2013	GLN13-901	59th Av, Northern and Bethany Home: Glendale Av, 51st Av and 67th Av; Peoria Av, 47th Av and 67th Av	Variable message signs; ITS Conduit and Fiber	7.0	0	0	No	ITS	CMAQ	603,437	972,721		428,081	58,797	1,031,518	Admin: increase to 94.3% Federal share of phase total cost.
Glendale	2013	GLN13-902	East embankment of New river, from Bethany Home Rd. to Northern Ave	New River Multi-Use Path improvements-10-foot wide, concrete cement, paved pathway	1.2	4	4	No	Bicycle	CMAQ	1,000,000	1,388,096		472,000	83,904	1,472,000	Admin: increase to 94.3% Federal share of phase total cost.
Glendale	2013	GLN09-610R	Glendale Ave to Glenn Dr and 58th Ave to 57th Ave.	Construct Pedestrian Improvements	0.1	4	4	No	Pedestrian	CMAQ	315,721	465,735		178,166	28,152	493,887	Admin: increase to 94.3% Federal share of phase total cost.
Glendale	2013	GLN12-804	Various locations	Install fiber optic cable and CCTV cameras along Cactus, Thunderbird and Greeway Roads	2.0	5	5	No	ITS	CMAQ	621,664	899,276		331,969	54,357	953,633	Admin: increase to 94.3% Federal share of phase total cost.
Glendale	2013	GLN11-702	New River (East Bank): Northern Ave to Bethany Home Rd	Construct multi-use path and underpasses, with landscaping, and lighting in two locations.	2.2	0	0		Bike/ped	CMAQ	550,000	1,557,943		1,102,113	94,170	1,652,113	Admin: increase to 94.3% Federal share of phase total cost.
Goodyear	2013	GDY11-713	Citywide	Implement traffic signal system, including installation of ITS backbone and communications equipment	0.0	0	0	No	ITS	CMAQ	700,000	848,700		200,000	51,300	900,000	Admin: increase to 94.3% Federal share of phase total cost.

CloseOut Table. CMAQ CLOSEOUT FFY2013: Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

1/14/2013

HIGHWAY

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	In ALCP	MAG Mode	Funding	Federal	New Federal	Regional	Local	New Local	Total	Note
MAG	2014	MAG14-102	Regionwide	Pave dirt roads program	0.0	0	0	No	Air-Quality	CMAQ	4,898,000			296,062		5,194,062	Amend: Delete listing. Duplicate listing was placeholder prior to project programming.
Maricopa County	2013	MMA13-904	McDowell Rd at Avondale Blvd, McDowell Rd at Estrella Pkwy, MC85 at Avondale Blvd, MC85 at Estrella Pkwy	Install arterial DMS and associated conduit, pull boxes, fiber optic cable, communication equipment and electrical service equipment	0.0	0	0	No	ITS	CMAQ	700,000	943,000		300,000	57,000	1,000,000	Admin: increase to 94.3% Federal share of phase total cost.
Maricopa County	2013	MMA13-902	Region wide	Develop and implement arterial ATIS Enhancements	0.0	0	0	No	ITS	CMAQ	277,083	402,739		150,000	24,344	427,083	Admin: increase to 94.3% Federal share of phase total cost.
Maricopa County	2013	MMA13-901	Southwest Valley, 99th Ave to Cotton Ln to include McDowell Rd, Van Buren St, MC85/Buckeye	Develop a multi-agency Operations Plan	10.0	0	0	No	ITS	CMAQ	35,000	47,150		15,000	2,850	50,000	Admin: increase to 94.3% Federal share of phase total cost.
Mesa	2013	MES13-906	Anonymous Re-Identification (ARID) Sensors to Detect Travel Time and Traffic Incidents	Construction	40.0	4	4		its	CMAQ	381,818	549,362		200,750	33,206	582,568	Admin: increase to 94.3% Federal share of phase total cost.
Mesa	2013	MES13-902	West Side Real Time Adaptive Proj (initial deploy in Fiesta district), West city limits to Country Club, Broadway to Baseline	Upgrade central traffic control system software to accommodate a lite version of adaptive control	4	4	4		its	CMAQ	318,182	494,964		206,700	29,918	524,882	Admin: increase to 94.3% Federal share of phase total cost.
Peoria	2013	PEO13-101	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Design ITS upgrade project to the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	15.0	0	0	No	ITS	Local-CMAQ		56,580		60,000	3,420	60,000	Admin: increase to 94.3% Federal share of phase total cost.

CloseOut Table. CMAQ CLOSEOUT FFY2013: Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

1/14/2013

HIGHWAY

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	In ALCP	MAG Mode	Funding	Federal	New Federal	Regional	Local	New Local	Total	Note
Phoenix	2013	PHX13-903	32nd St Washington St to McDowell Rd	Construct 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	1.2	0	0	No	Pedestrian	CMAQ	373,000	455,469		110,000	27,531	483,000	Admin: increase to 94.3% Federal share of phase total cost.
Phoenix	2013	PHX13-101	Fiber Optic Backbone Expansion Phase B	Design the fiber optic backbone expansion Phase B	0.0	0	0	No	ITS	Local CMAQ		94,300		100,000	5,700	100,000	Admin: increase to 94.3% Federal share of phase total cost.
Phoenix	2013	PHX13-102	Various alley locations on 33 segments	Construct dust proof alley project	38.1	2	2		AQ	CMAQ	1,232,750	1,579,761		442,500	95,489	1,675,250	Admin: increase to 94.3% Federal share of phase total cost.
Phoenix	2013	PHX09-624	Various Locations	Construct Regional ITS fiber optic backbone, phase B-1	30.0	0	0		its	CMAQ	665,000	627,095			37,905	665,000	Admin: increase local share to 5.7% and decrease federal share to 94.3% phase total cost, due to MAP-21 limits.
Phoenix	2013	PHX09-872	Various locations	Pave/dustproof alleys	31.8	0	0		AQ	CMAQ	1,050,000	1,414,500		450,000	85,500	1,500,000	Admin: increase to 94.3% Federal share of phase total cost.
Salt River Pima-Maricopa Indian Community	2013	SRP12-801	Pave Dirt Roads: Dobson Road, Center Rd, Mesa Dr, McDonald, and Alma School	Pave Unpaved Road	5.4	2	2	No	Air Quality	CMAQ	2,589,595	2,606,104		174,036	157,527	2,763,631	Admin: increase to 94.3% Federal share of phase total cost.
Scottsdale	2013	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Yes	Street	Local CMAQ		948,584		1,005,922	57,338	1,005,922	Admin: increase to 94.3% Federal share of phase total cost.
Scottsdale	2013	SCT13-119	Various Dirt Roads: Via Dona Rd: Scottsdale to Pima Rd, Hayden Rd: Dynamite to Via Dona, Pinnacle Vista Dr: 64th St to 69th S	Design work for Pave Dirt Roads	3.7	2	2	No	Air Quality	Local CMAQ		105,658		112,045	6,387	112,045	Admin: increase to 94.3% Federal share of phase total cost.

CloseOut Table. CMAQ CLOSEOUT FFY2013: Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program

1/14/2013

HIGHWAY

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	In ALCP	MAG Mode	Funding	Federal	New Federal	Regional	Local	New Local	Total	Note	
Surprise	2013	SUR11-714C	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	2.5	6	6	No	Pedestrian	CMAQ	325,000	777,975	-	500,000	47,025	825,000	Admin: increase to 94.3% Federal share of phase total cost.	
Surprise	2013	SUR12-801C	Dove Valley Rd: 187th Ave to 203rd Ave	Pave Unpaved Road	0.0	2	2	No	Air Quality	CMAQ	856,800	872,275	-	68,200	52,725	925,000	Admin: increase to 94.3% Federal share of phase total cost.	
Surprise	2013	SUR13-901	Loop 303: Peoria Ave to Mountain View Blvd; Loop 303 & Waddell Rd to Colton Ln.	Construct fiber optic interconnect to connect TI traffic signals, CCTV cameras, dynamic message signs, and connection to ITS fiber backbone	4.0	2	2	No	ITS	CMAQ	753,437	1,014,987	-	322,901	61,351	1,076,338	Admin: increase to 94.3% Federal share of phase total cost.	
Surprise	2013	SUR13-101	Various locations on 10 segments including Cactus Rd: 143rd Ave to Bullard Ave	Pave Unpaved Shoulders	8.1	2	2	No	Air Quality	CMAQ	570,000	581,180	-	46,310	35,130	616,310	Admin: increase to 94.3% Federal share of phase total cost.	
Tempe	2013	TMP13-902	City Wide	Procure and install traffic control cabinets and hardware-Phase 1 of 3	0.0	0	0	No	ITS	CMAQ	539,000	726,110	-	231,000	43,890	770,000	Admin: increase to 94.3% Federal share of phase total cost.	
Tempe	2013	TMP12-805	Hardy Dr: University Dr to Broadway Rd	Pedestrian and bicycle improvements	1.0	4	4	No	Pedestrian	CMAQ	1,193,891	1,242,394	-	123,600	75,097	1,317,491	Admin: increase to 94.3% Federal share of phase total cost.	
Tempe	2013	TMP10-629	Salt River: I-10/Tempe Drain to Priest	Construct Multi-use path	0	0	0		Bike/ped	CMAQ	692,777	961,861	-	327,224	58,140	1,020,001	Admin: increase to 94.3% Federal share of phase total cost.	
Youngtown	2013	YTN12-101	Grand Avenue and 111th Avenue to Olive Avenue and Agua Fria Parkway (Approximately 117th Avenue)	Design Phase: Multiuse Path and Peoria ave straightening to accommodate multiuse path	1.25 m	2	2		Bike/ped	Local-CMAQ	-	70,725	-	75,000	4,275	75,000	Admin: increase to 94.3% Federal share of phase total cost.	
												42,959,209						

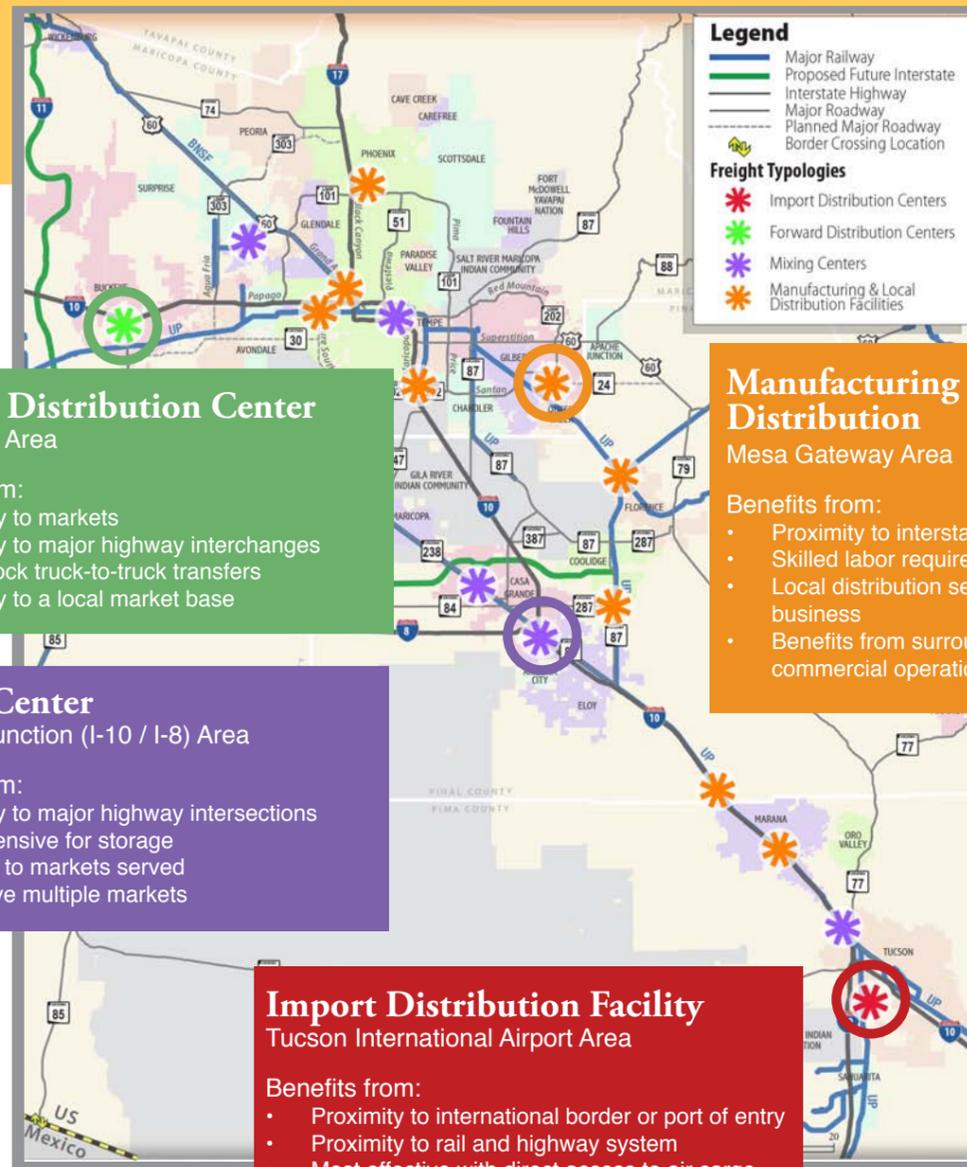
Projects that have requested project changes from Tier 1, Tier 2 or general requests are noted in RED.

Projects with funding changes due to closeout are noted in GREEN.

SUPPLY CHAIN OPPORTUNITIES

Based on land use context, market opportunities, and supply chain dynamics in the Sun Corridor, freight industry development opportunities fall into four principal types. While a total of 16 locations have been identified for development opportunity as shown on the map, the Framework Study has focused initially on four emerging areas:

Supply Chain Opportunities in Sun Corridor



Forward Distribution Center West Valley Area

- Benefits from:
- Proximity to markets
 - Proximity to major highway interchanges
 - Cross-dock truck-to-truck transfers
 - Proximity to a local market base

Mixing Center Interstate Junction (I-10 / I-8) Area

- Benefits from:
- Proximity to major highway intersections
 - Land intensive for storage
 - En route to markets served
 - Can serve multiple markets

Import Distribution Facility Tucson International Airport Area

- Benefits from:
- Proximity to international border or port of entry
 - Proximity to rail and highway system
 - Most effective with direct access to air cargo
 - Most effective when located near port or border

Manufacturing and Local Distribution Mesa Gateway Area

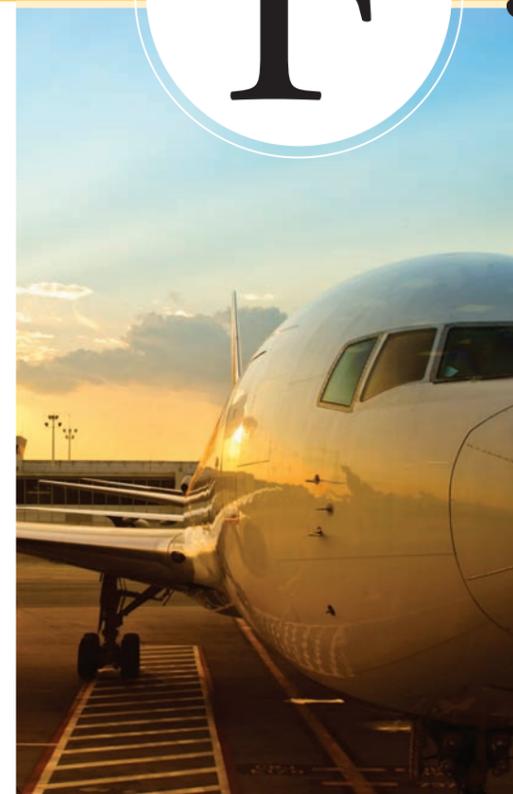
- Benefits from:
- Proximity to interstate and multimodal transport
 - Skilled labor required for manufacturing function
 - Local distribution serves adjacent retail and business
 - Benefits from surrounding population and commercial operations



Examining Freight and Multimodal Opportunities in the Sun Corridor

F

Freight Transportation FRAMEWORK



A study by the **JOINT PLANNING ADVISORY COUNCIL**
A planning partnership for the Arizona Sun Corridor

Positioned for Success

The Arizona Sun Corridor ranks in the top ten among the largest U.S. metropolitan consumer markets. Approximately 85 percent of the state's population resides within the corridor and it is projected to grow to approximately 12 million by 2050.

The Sun Corridor's prime location makes it a key national market along the east-west trade route between California and Texas and international market along the north-south CANAMEX trade route.

The Sun Corridor's current Mexican- and west-bound traffic offers a base of \$80 billion in annual product value, making the Sun Corridor well positioned as a distribution gateway for nearshored products originating in Mexico and trade via Gulf Coast ports.

The Joint Planning Advisory Council was created by MAG, CAAG, and PAG to evaluate the long-term needs and plans of the three connecting communities. The "Sun Corridor" is one of 11 megaregions identified in the United States that consists of a cluster of metropolitan regions that share environmental and infrastructure systems, economic linkages, and land use patterns.

Air and Rail Cargo Assets

The Sun Corridor has five airports of varying size capable of handling cargo, including belly cargo and all-cargo freighters. These airports have the runway length for wide body freight aircraft to fly non-stop to Asia, Mexico, and Europe.

In addition to the excellent flying weather, several of the primary airports have available land for development and direct access to major interstates and rail, are located in close proximity to large anchor markets, and provide competitive economic development incentives.

AIRPORT	LONGEST RUNWAY LENGTH
Sky Harbor	11,490
Tucson International	10,996
Phoenix-Mesa Gateway	10,401
Phoenix-Goodyear	8,500
Pinal Airpark	6,849

The Sun Corridor is served by two major (Class I) freight railroads, the Union Pacific and the Burlington Northern Santa Fe railroad. The BNSF and UP have major east-west corridors traversing the state, but also have lines connecting to the Phoenix metro area. Union Pacific's mainline passes through Pinal County and the City of Tucson, serving their markets, and providing a connection with the Ferromex rail corridor that serves all of western Mexico



SUN CORRIDOR ECONOMIC DEVELOPMENT INCENTIVES

- Foreign Trade Zones
- Military Reuse Zones
- Sales Tax Exemption for Machinery and Equipment

Major aerospace manufacturers such as Intel, Microchip, Honeywell Aerospace, and other high-tech suppliers are part of a growing time-sensitive economy within the Sun Corridor.



R REGIONAL RECOMMENDATIONS

Compete Globally, Nationally and Regionally — Cooperate Locally

The opportunities to grow freight-related economic development requires the Sun Corridor to compete on a global scale with other countries and domestic regions, and to cooperate - not compete - locally between municipalities. The first step to compete in a global market is to agree on a cohesive economic development plan that has a unified voice for the region.

The goal is to establish a clear and positive Sun Corridor identity in the minds of supply chain managers and property developers that influences their perceptions and development plans. This requires a two-step approach. The first step is to focus on a marketing initiative with a brand, communications materials, toolkits for developers, outreach to industry, and some system of leadership to streamline interaction with the freight industry. The second step requires a shared conviction that region-wide benefits will flow from a regional approach. Such conviction assures a sturdy, sustained message for the market and is a basis for agreement on the development actions discussed in the Freight Transportation Framework Study.

Detailed recommendations for the study can be found at <http://www.bqaz.org/freightstudy.asp>

Recommended Action

Coordinate freight economic development efforts, so that the region speaks with a unified voice and a uniform plan to become the global logistics hub of the Southwest.

Create funding programs for improvements and strategic incentives (infrastructure, development incentives, and marketing).

Protect appropriate land for industrial development (create freight districts).

Encourage USDOT and legislature to include Arizona's Interstates in the National Freight Network (MAP-21) (sales tax on internet sales, positive legislation).

Create a special regional designation, such as a Sun Corridor Freight Development Zone.

Build international partnerships.

Conduct a detailed analysis for freight opportunity focus areas identified in the study.

Prepare conceptual business plans for specific opportunities in the Sun Corridor.

Support the ports of entry with Mexico (CANAMEX and nearshoring opportunities).



ACTION

Support education, branding, and marketing to increase the attractiveness and awareness of the Sun Corridor's role in the global supply chain, and as a major anchor market of the Southwest.

Regional and international coordination, policy revisions and market demand are positioning the Sun Corridor as a premier competitive location for business growth and expansion in the Southwest.



Sun Corridor Distribution

Whether a company delivers its product via truck, train, or air, the Sun Corridor has a world class transportation network that will provide shippers and carriers with efficient and reliable transportation options.



Interstate Access

The Sun Corridor's prime location and access to five Interstates provides companies with next day service by truck to the west coast, intermountain west and direct access to Mexican deep sea ports.

CITY	Distance to Ports (Miles)		
	POLA/POLB*	PORT OF HOUSTON	PORT OF OAKLAND
Phoenix-Mesa	380	1,185	730
Casa Grande	430	1,140	780
Tucson	300	1,070	850

* Port of Los Angeles / Port of Long Beach

The Mariposa Port of Entry (Nogales, AZ) is a key link in the CANAMEX corridor connecting Arizona to Mexico. The port of entry is currently under expansion and when completed (2014) will consist of:

- 12 passenger car lanes
- 24/7 operations
- dedicated bus lane
- 8 commercial vehicle lanes
- 56 inspection docks

CITY	Distance to Mexican Ports and Cities (Miles)				
	NOGALES POE*	HERMOSILLO	GUAYMAS	MAZATLAN	MANZANILLO
Phoenix-Mesa	180	350	430	900	1,380
Casa Grande	130	300	380	860	1,330
Tucson	60	230	310	790	1,260

* POE = Port of Entry

Southern California to the Sun Corridor	
Average Rate Per Mile	\$2.78
Average Flat Rate	\$721
Sun Corridor to Southern California	
Average Rate Per Mile	\$1.22
Average Flat Rate	\$401

This presents a significant opportunity to manufacturers and suppliers that locate in the Sun Corridor due to the ability to secure lower rates for exporting their goods from this region to the west coast.





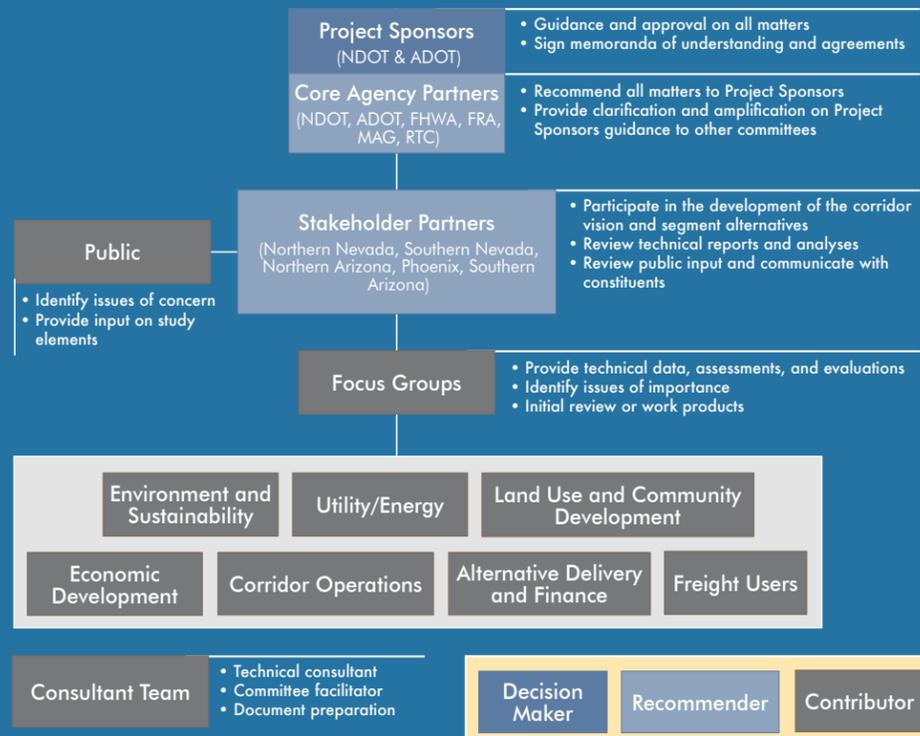
Study Partners and Stakeholder Involvement Opportunities

The I-11 & Intermountain West Corridor Study is a high priority for NDOT and ADOT, who have pooled their resources and are jointly managing this study. The metropolitan planning organizations in the greater Las Vegas and Phoenix areas (Regional Transportation Commission of Southern Nevada and Maricopa Association of Governments), the Federal Highway Administration, and the Federal Railroad Administration are actively involved in the study, and together with the sponsoring agencies of NDOT and ADOT form the Core Agency Partners.

All interested public agencies, non-profit organizations, and private interest groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process.

In addition, Focus Groups will be formed with subject matter experts from the Core Agency Partners and Stakeholder Partners. These groups will be asked to provide data and input into specific topics, and to make recommendations for the Study Team to consider.

The Public will have opportunities to learn about the study and share their opinions via public meetings and a project website.

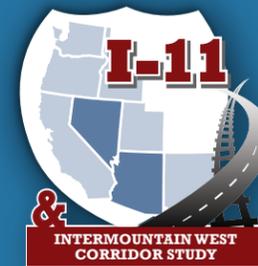


Preliminary Corridor Vision

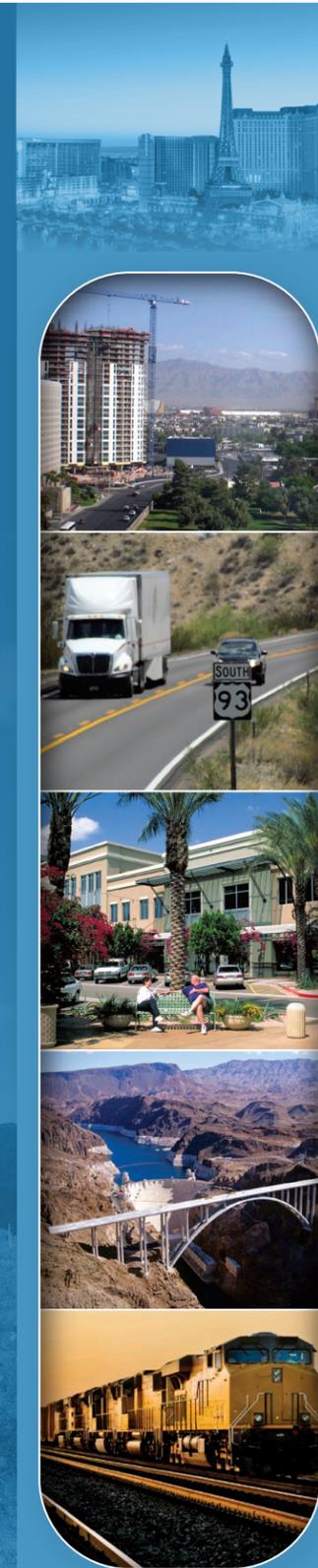
By comparison with the Eastern United States, the West has seen little addition of Interstate routes since the Interstate Highway System was established in 1956. Population and employment growth in the West has generally outpaced growth in Eastern states, and the demand for travel along the Western Interstate corridors has grown. Specifically, the Intermountain West is confronted with a rapidly growing population, expanding global trade, and aging transportation infrastructure that is reaching capacity. Therefore, the solutions must be innovative, cost-effective, and most importantly, confront our 21st century transportation needs.

Serving the nation's north-south transportation needs from Mexico to Canada, the proposed Intermountain West Corridor will provide a vital connection between Phoenix and Las Vegas, two large metropolitan areas not currently connected by an Interstate highway. It is also envisioned to promote possible freight linkages between the new and expanding ports in Mexico and Canada, existing U.S. West Coast ports, and future inland ports and commerce centers crucial to distributing goods across North America. These linkages could stimulate the development of new crossroads, spurring community and economic development opportunities spanning the entire corridor. Effective inclusion of infrastructure elements that form the building blocks for growth and expansion – power, telecommunication, freight rail, and potentially passenger rail – could serve as the foundation of a stronger and more diversified economy for the Intermountain West.

Early in this study process, stakeholder input will be actively sought after to determine a universal mission for the project, as well as a series of values, goals, and objectives. Moving forward, decisions will support these goals and objectives, and be made in a manner that is inclusive of community values and input.



CORRIDOR VISION



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CORRIDOR VISION SUMMARY



October 16, 2012



The Arizona and Nevada Departments of Transportation are working together on the two-year Interstate 11 (I-11) and Intermountain West Corridor Study (Corridor) that includes detailed corridor planning of a possible high priority interstate link between

Phoenix and Las Vegas (the I-11 portion), and high-level visioning for potentially extending the corridor north to Canada and south to Mexico. Congress recognized the importance of the portion of the corridor between Phoenix and Las Vegas and designated it as future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

A Visionary Transportation Corridor

I-11 is intended to be a new high-capacity, multimodal transportation facility connecting the metropolitan areas of Las Vegas and Phoenix. If extended north of Las Vegas and south of Phoenix, this corridor has the potential to become a major multimodal north-south transcontinental corridor through the Intermountain West. The Corridor would connect major cities, existing and future trade hubs, existing and future domestic and international deep-water ports, intersecting Interstate highways, and railroads. The corridor is proposed to include an upgraded highway facility, but could be paired with rail and other major infrastructure components—such as energy and telecommunications—to serve the nation's needs from Mexico to Canada. There are a number of potential benefits, including:

- **Connecting communities**, major trade hubs, existing and future domestic and international deepwater ports, and intersecting transcontinental roadways and railroad corridors.
- **Enhancing the economic vitality** of communities connected and served by the corridor.
- **Improving safety and travel time reliability** for the movement of people and goods throughout the Intermountain West.
- **Providing relief** for congested north-south corridors in the Western United States, such as I-5 and I-15.
- **Enhancing commercial opportunities** by linking trade between Canada, Mexico and the Intermountain West.
- **Increasing the global competitiveness** of the region.

The Vision Began Years Ago...

The concept of an access controlled, high capacity transportation facility connecting Phoenix and Las Vegas (with connections further north and south) has been around for decades, initiated with the CANAMEX corridor discussions in 1991. An approach for comprehensive corridor implementation was furthered by the Maricopa Association of Governments as a bypass route around the western and southern edges of metropolitan Phoenix, and further conceptualized through statewide planning efforts by ADOT to extend outside the state of Arizona. Nevada has been an equal partner with Arizona since the early 1990s, planning for a regional corridor with improved access between Las Vegas and Phoenix and a potential northern extension to Reno – creating a better connected Intermountain West with greater economic opportunities. Both states have already implemented various planning, design, and construction projects for potential corridor components, with the most notable being the completion of the Hoover Dam Bypass and Mike O'Callaghan – Pat Tillman Memorial Bridge.

Developing a new north-south trade corridor through Nevada and Arizona could supplement the existing system and relieve freight congestion on I-5, one of only two (including I-15) continuous north-south Mexico-to-Canada interstate routes west of Texas. The CANAMEX corridor, established under the North American Free Trade Agreement, has been designated as such a parallel route, spanning the Western U.S. between Mexico and Canada through the states of Arizona, Nevada, Utah, Idaho, and Montana. However, this corridor is composed of a myriad of existing Interstate corridors and state highways, and is not a continuous route due to a gap in the designation between I-10 and US 93. Implementation of the Corridor can fill this gap – allowing significant commerce, tourism and international trade opportunities across the Western U.S.

Study Area

For study purposes the Corridor is divided into five segments—three high priority segments between (and including) the Las Vegas and Phoenix metropolitan areas, and two high-level visioning segments for possible future extensions from Las Vegas to Canada, and from Phoenix to Mexico.

Study Approach

This Corridor Vision Summary is part of the first phase of the study and establishes the basis for the project.

The second phase will include the Corridor Justification Report, in which the preliminary purpose and need for the Corridor will be developed, existing and future conditions reviewed, and the economic context for the Corridor established. One unique element of this project is the development of a Corridor Business Case to help determine the benefits and costs of the proposed corridor, and to identify possible funding scenarios and planning options for bringing it to fruition.

The third phase, Corridor Concept Development, will lead to the project's recommendations. Alternatives will be developed and evaluated for the separate corridor segments, the corridor's final purpose and need will be developed, the business case finalized, and implementation requirements outlined.

Purpose of the Corridor Vision Summary

The Corridor Vision Summary documents the previous planning efforts for the proposed I-11 corridor and its anticipated purpose, function, role, and value in the multimodal transportation network of the Western U.S. It also introduces the study process, public communication program, and a work plan developed to undertake the I-11 & Intermountain West Corridor Study.

