

March 12, 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, March 20, 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
March 20, 2013**

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Pledge of Allegiance</u>	
3. <u>Call to the Audience</u> 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.	3. Information.
4. <u>Approval of Consent Agenda</u> Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).	4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. <u>Approval of the January 23, 2013, Meeting Minutes</u>	4A. Review and approval of the January 23, 2013, meeting minutes.
*4B. <u>Amendments and Administrative Modifications to the FY 2011-2015 MAG Transportation Improvement Program, and Changes to the Regional Transportation Plan 2010 Update for FFY 2013 MAG Closeout Funds: Design Phase for FY 2015 Congestion Mitigation and Air Quality Projects</u> To ensure that all estimated levels of Congestion Mitigation and Air Quality (CMAQ) Obligation	4B. Recommend approval of the Congestion Mitigation and Air Quality (CMAQ) projects for a design phase that will authorize in FFY 2013, up to the maximum federal share of 94.3 percent of eligible project costs and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, changes to the Regional Transportation Plan 2010 Update.

Authority (OA) is fully programmed for Federal Fiscal Year (FFY) 2013, the recommendation from the modal committees in December 2012 and January 2013 was to fund a design phase for the proposed FY 2015 CMAQ construction projects. The MAG Regional Council approved the final list of FY 2015 CMAQ construction and procurement projects on February 27, 2013. For projects to receive design phase federal funding, the project sponsor must submit related project information to the Arizona Department of Transportation no later than June 28, 2013. On February 28, 2013, the MAG Transportation Review Committee recommended approval of this item. This item is on the March 13, 2013, MAG Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*4C. Project Changes – Amendment and Administrative Modification to the FY 2013 Arterial Life Cycle Program, FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update

The Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty-three times with the latest modification approved on February 27, 2013. Since then, there is a need to modify projects in the programs. Refer to Tables A, B, and C for a list of proposed administrative corrections and project changes in the Arterial Life Cycle, Highway, and Transit Programs. These modifications are mainly minor adjustments to financial information. On February 28, 2013, the MAG Transportation Review Committee recommended approval. This item is on the March 13, 2013, MAG Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

4C. Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

- *4D. Amendments and Modification to the FY 2011-2015 Transportation Improvement Program, the Regional Transportation Plan 2010 Update, and Inclusion in the Draft FY 2014-2018 Transportation Improvement Program, and Draft 2035 Regional Transportation Plan for the Transportation Alternatives Program

Under Moving Ahead for Progress in the 21st Century (MAP-21), a new Transportation Alternatives program allocates funding to regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 Transportation Alternatives funds are estimated at \$4.2 million and \$4.8 million respectively. Transportation Enhancement projects and Safe Routes to School projects, previously programmed by the Arizona Department of Transportation for FY 2013 and FY 2014, have sunset under MAP-21. A list of projects and a proposed programming methodology will be reviewed. On February 28, 2013, the Transportation Review Committee recommended approval of this item. This item is on the March 13, 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 the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 Transportation Improvement Program (TIP), the Regional Transportation Plan 2010 Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft 2035 Regional Transportation Plan as appropriate.

ITEMS PROPOSED TO BE HEARD

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

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 Main Street, from Mesa Drive to Gilbert Road. In November 2012, the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors recommended approval of the major amendment. On January 30, 2013, the MAG Regional Council recommended the proposed major amendment undergo the necessary air quality conformity analysis. The air quality conformity analysis is complete, and the final step

5. 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, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

in the major amendment process is to approve the technical amendments and modifications to the Regional Transportation Plan, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program. This includes the removal of federal Surface Transportation Program funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program projects. On February 28, 2013, the Transportation Review Committee recommended approval of this item. This item is on the March 13, 2013, MAG Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

6. Transportation Funding Overview

The recession and the decline in Proposition 400 sales tax revenue has resulted in a number of program revisions over the past five years. Over the life of the 20-year sales tax, the estimated revenues expected to be collected are about 40 percent lower than the original projections. The recession and slow recovery have also significantly impacted the Arizona Highway User Revenue Fund (HURF), especially with the diversion in FY 2012 of almost 20 percent of the HURF revenues to other purposes. Federal transportation funds also have been affected with the national highway trust fund expected to be out of funds by 2015. Staff will present background information concerning all three transportation funding sources and the prospects for future funding.

7. Update on Transportation Division Planning Projects

The MAG Transportation Division continues to provide long-range planning projects to examine and evaluate the needs of the surface transportation system in the Valley. These needs evolve as the financial needs for expanding, operating, and maintaining the system expand. A significant planning effort that has been underway since late 2011 has been the MAG Managed Lanes Network Development Strategy - Phase I project that has been exploring the potential of

6. Information and discussion.

7. Information and discussion.

implementing congestion pricing by opening high occupancy vehicle (HOV) lanes to single occupant vehicles with the ability to provide reliable travel times on the Regional Freeway System. This effort, along with continuing study of the Interstate 10 and Interstate 17 Central Freeway Corridor (also known as the Spine), in conjunction with the US-60/Grand Avenue Corridor Optimization, Access Management Plan and System Study (COMPASS), and results from the Central Phoenix and Freight Transportation Freight Framework Studies, has pointed toward the need to develop a next generation Regional Transportation Plan for the Valley. In this presentation, the Transportation Policy Committee will be provided an update on these planning studies as well as how these efforts inter-relate in the overall regional transportation planning process.

8. Legislative Update

An update will be provided on legislative issues of interest.

9. 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.

10. 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, discussion, and possible action.

9. Information and discussion.

10. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

January 23, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

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 Jerry Weiers, 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

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 Mark Mitchell, Mayor Marie Lopez Rogers, and Mr. Roc Arnett participated in the meeting by telephone.

Chair Lane welcomed Glendale Mayor Jerry Weiers, whose appointment to the TPC is on the January 30, 2013, MAG Regional Council agenda.

Mayor Weiers thanked the TPC for the welcome. He said that being a member was an honor and he looked forward to working with the committee.

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.

Chair Lane noted that six comment cards had been received and he would extend the Call to the Audience to 18 minutes to accommodate all of the speakers.

Chair Lane addressed those who were attending the meeting regarding the Loop 202/South Mountain Freeway. Although the South Mountain Freeway specifically is not on the agenda, input is welcome during Call to the Audience. Chair Lane stated that based upon the regional plan developed by MAG, ADOT is working with the Federal Highway Administration and other federal and state agencies to conduct the engineering and environmental study of the proposed freeway. This Draft Environmental Impact Statement is being developed and is expected to be available for public review and a public hearing later this year. Chair Lane noted that there will be another opportunity for public review and a public hearing for the Final Environmental Impact Statement at a later date. He encouraged providing your comments through the project hotline. The number for the hotline is 602-712-7006.

Chair Lane recognized public comment from Andrew Marwick, who said that Proposition 400 included funding for freeway projects, such as general purpose lanes on Interstates 10 and 17. He remarked that the freeway projects currently under construction do nothing to solve the traffic congestion, and the South Mountain Freeway will not do anything to remedy the situation, either, it will just carry traffic from the far West Valley to the Far East Valley. Mr. Marwick stated that there is not sufficient funding for Interstate 17 improvements. He suggested transferring funds from the South Mountain Freeway project to projects that need improvements every day. Chair Lane thanked Mr. Marwick for his comments.

Chair Lane recognized public comment from Jezz Putnam, who stated that he had twice spoken before the TPC. Mr. Putnam spoke of the letter written in 1986 by the Governor of the Gila River Indian Community to ADOT and HDR about conflicts with the sacred South Mountain. He stated

that he did not feel this is being listened to by that community. Mr. Putnam stated that he thought more people needed to look into Pangea because they are making people resign their vote. He added that Pangea is not revealing its source of funding and scope and it is forcing another vote. Mr. Putnam stated that the EIS is being suspended to see if it is consistent with the regional transit plan. He stated that many places are tearing down freeways because of pollution. Mr. Putnam stated that plans focus around freeways and he would like to change that. Chair Lane thanked Mr. Putnam for his comments.

Chair Lane recognized public comment from Haley Ritter, who thanked the Committee for the opportunity to speak. Ms. Ritter stated that there is denial about the South Mountain Freeway; most areas are moving toward sustainability. She said that the City of Phoenix has transportation issues, including bad street conditions and a lack of bicycle structures. Ms. Ritter stated that using billions of dollars for the specific interests of a handful of people is a waste of time and effort. She stated that most children, especially those living near freeways, have lung problems. Ms. Ritter encouraged finishing the environmental impact statement as soon as possible and address people's concerns. Chair Lane thanked Ms. Ritter for her comments.

Chair Lane recognized Andrew Pedro, a resident of the Gila River Indian Community, which has had three votes in ten years opposing the South Mountain Freeway. He stated that the South Mountain is a sacred site and is the beginning of its culture – to destroy it destroys his people. Mr. Pedro stated that Pangea has petitioned the Gila River Indian Community for a re-vote on the South Mountain Freeway, but how can residents make an informed decision if the environmental impact statement has not been finished? Mr. Pedro stated that community residents have a lot of health problems and he then described how the pollution will linger in the area because the freeway will be situated between two mountains. He stated that he protested the building of the South Mountain Freeway. Chair Lane thanked Mr. Pedro for his comments.

Chair Lane recognized Alex Soto, a member of the Tohono O'odham nation, who said he was at the meeting to express his concerns regarding the South Mountain Freeway. He said that he resides in Phoenix but has many friends and relatives who live on the Gila River Indian Community nearby where the freeway is proposed to be built. Mr. Soto stated that he has attended MAG and CTOC meetings regarding this issue. Mr. Soto stated that the area currently has good air quality, but the freeway will bring pollution that will impact health. He stated that there is a proposed resolution at the City of Phoenix to protect sacred land for indigenous people. Mr. Soto stated that the Tohono O'odham people were here first, and although history cannot be changed, he hoped the same mistakes would not be made again. He stated that South Mountain is sacred to all of their people. Mr. Soto stated that he attended the CTOC meeting the day before and he requested that a formal investigation of the agency's transparency be conducted because their public participation process is limited. Mr. Soto also wished that MAG would respect last year's vote by the Gila River Indian Community. He said that no-build was not fully presented and is an option, even though it is presented that the only way the freeway will not be built is if it does not make money. Mr. Soto commented that the Sun Corridor will bring sprawl. He said he hoped there would be outreach to people other than freight companies. Chair Lane thanked Mr. Soto for his comments.

Chair Lane recognized public comment from Ana Morago, who said she was representing the Gila River Indian Community and No on Loop 202. She said she was speaking on behalf of her younger family members who were in school and her mother who opposes Loop 202. She spoke about her nephew who has breathing problems, the effect a freeway could have on him, and it could destroy their new home. Chair Lane thanked Ms. Morago for her comments.

4. Approval of Consent Agenda

Chair Lane stated that agenda items #4A, #4B, #4C, and #4D were on the consent agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Lane asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Councilmember Sellers moved to recommend approval of agenda items #4A, #4B, #4C, and #4D on the consent agenda. Councilmember Esser seconded, and the motion carried unanimously.

4A. Approval of the October 17, 2012, Meeting Minutes

The Transportation Policy Committee, by consent, approved the October 17, 2012, meeting minutes.

4B. Proposed Major Amendment to the MAG Regional Transportation Plan to Add the Light Rail Transit Extension on Main Street: Mesa Drive to Gilbert Road

The Transportation Policy Committee, by consent, recommended 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. 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 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. On January 16, 2013, the MAG Management Committee recommended approval of the proposed major amendment.

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

The Transportation Policy Committee, by consent, recommended 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. 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, 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 were included in the project change sheet. On January 16, 2013, the MAG Management Committee recommended approval of the requested project changes.

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 Transportation Policy Committee, by consent, recommended 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. 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. On January 16, 2013, the MAG Management Committee recommended approval of Scenario Two.

5. Report on the Freight Transportation Framework Study

Tim Strow, MAG staff, provided a overview of the results of the Freight Transportation Framework Study. He stated that the study has been underway for about 18 months. It is managed by MAG through the Joint Planning Advisory Council (JPAC), which consists of members representing the Pima Association of Governments, Central Arizona Governments, and MAG. Mr. Strow offered to come out to jurisdictions and make presentations on the study. Mr. Strow stated this presentation would report on the framework findings, discussion of Sun Corridor supply chain opportunities, and recommendations.

Mr. Strow stated that the study began in 2010, when during a bad economic market, the JPAC wanted to explore diversifying economic development opportunities. He said that one of the hot topics of the day was inland ports (where all modes of transporting goods, such as trains, airports, and trucking terminals and distribution facilities, are co-located) and everyone wanted one.

Mr. Strow stated that they purchased significant commodity flow data that provided information about the types of goods shipped, the mode used to ship the goods, and the cost. He stated that the study included a survey of 2,500 shippers (approximately 4,500 individuals) throughout the United States, to help understand how businesses move their products, why they move their goods by certain modes, where they saw themselves located in the near future, and how the Sun Corridor could fit in their supply chain. Mr. Strow stated that one common perception was that Arizona was a pass-through state and there was a lack of understanding regarding the benefits of this region as part of the supply chain.

Mr. Strow stated that when the composition of Arizona exports was studied, it found that Mexico is Arizona's number one trading opportunity. Mr. Strow noted that California, Nevada, and Texas have been working on their trade plans for more than 20 years, and have been quite successful.

Mr. Strow stated that the goal of the Freight Transportation Framework Study is to identify and develop freight related economic development opportunities. Regionally, the objective is to stop looking at ourselves as a pass-through state, capitalize on a strategic position relative to goods movement and ultimately create a plan that will create jobs in the region.

Mr. Strow stated that one of the biggest hurdles was that Arizona is not on anyone's radar and we do not do enough self promotion. He added that most of the shippers they surveyed concentrated more on Southern California.

Mr. Strow stated that all three of the initial findings must work together or there is no opportunity. The first finding is that northbound and westbound commodity flows offer the greatest opportunity for the Sun Corridor. The second finding is that the Sun Corridor is an anchor market, due to its population size. The third finding is near shoring, because it is more cost effective to do business in Mexico than Asia. Mr. Strow noted that Mexico is now the lowest cost producer of many goods and is also in the same time zone. He spoke of the companies who spoke about their relocations to Mexico at conferences hosted by Arizona State University.

Mr. Strow showed examples of supply chain roles and the steps for shipping goods from Asia, and goods being shipped from Mexico through Arizona to a hub in Tucson. Mr. Strow stated that they analyzed zip codes to identify the types of goods being shipped in the three counties. They then identified focus areas for freight development. He said that 16 areas in the Sun Corridor were included in the analysis, looking at such things as land use, education levels, freight forecasts, travel times, and real estate, and then focused in on four areas. These four emerging areas were at the junction of Interstate 8/Interstate 10, in the West Valley, at Phoenix-Mesa Gateway Airport, and at Tucson International Airport. Mr. Strow stated that each of the four was labeled with a typology and will be available on the BQAZ website later.

Mr. Strow then addressed the recommendations from the study: 1) Cooperate locally to position and market the Sun Corridor for freight development. He said that there are many different economic development groups and cities in competition with each other, but they are not competing using the same plan; 2) Establish a Sun Corridor Freight Development Zone with a special land use designation; 3) Implement strategic transportation improvements to support efficient freight distribution; 4) Assist municipal governments with related amendments to public policy; 5) If freight will be developed as an industry, prepare conceptual business plans for specific freight related opportunities.

Mr. Strow stated that topical White Papers are being developed and will be discussed at the March 6, 2013, JPAC Retreat. He noted that the White Papers will identify agencies who have been successful and could identify the agency that might promote this effort. Mr. Strow added that a freight study of Maricopa County will kick off in two months.

Chair Lane thanked Mr. Strow for his report. He asked if the study included deep water ports in Mexico and what we might do with backhaul situations with freight shipments, such as recycle or mining materials, out of Arizona. Mr. Strow replied that the Sun Corridor discussion needs to include the CANAMEX corridor, Interstate 11, from Canada and the ports down into Mexico. He stated that there is opportunity for backhauls on the return trip. Mr. Strow stated that they analyzed truck rates in the Sun Corridor and found that rates for trucks leaving the Sun Corridor were half because of lower demand. Chair Lane commented on backhaul opportunities to offset costs.

Mayor Rogers asked if the White Papers could be reviewed before the March 6 retreat. Mr. Strow replied that the goal is to finish the White Papers far enough ahead of time to allow for review.

6. Interstate 11 and Intermountain West Corridor Study

Bob Hazlett, MAG staff, stated that Mike Kies, ADOT staff, was also present to answer questions. Mr. Hazlett stated that Interstate 11 is important as a north/south connector. He noted that the Arizona Department of Transportation (ADOT) and the Nevada Department of Transportation (NDOT) have signed an interagency agreement for a joint planning study of Interstate 11. Mr. Hazlett stated that core agencies, MAG the Federal Railroad Alliance, the MPO in Las Vegas, and Federal Highway Administration, are working on the study.

Mr. Hazlett stated that the study includes two levels of investigation: detailed corridor planning between Las Vegas and Phoenix, and high-level visioning north of Las Vegas to Canada and from Phoenix to Mexico. Mr. Hazlett noted that there has been discussion of Interstate 11 having multimodal capabilities, such as freight rail, passenger rail, and public transportation, and compatibility with power, telecommunication, and other infrastructure needs. Mr. Hazlett noted that there is only one freight rail line along the west coast, and Interstate 11 could help.

Mr. Hazlett stated that past studies provide a vital connection between Phoenix and Las Vegas, promote possible intermodal linkages, stimulate economic development at new transportation crossroads, spur community and economic development in focused activity centers, investigate inclusion of power, telecommunications, freight rail and passenger rail, and serve as the foundation of a stronger and more diversified economy for the Intermountain West. Mr. Hazlett noted that one suggestion included replacing Interstate 95 to Boise.

Mr. Hazlett stated that Interstate 11 has the potential to become the new north-south transcontinental corridor through the Intermountain West. This would allow significant commerce, tourism and international trade opportunities across the western United States. There are a number of potential benefits, including enhancing the economic vitality of communities connected and served by the corridor.

Mr. Hazlett then addressed the study's participants, which include NDOT, ADOT, FHWA, FRA, MAG, and RTC, and stakeholders. He expressed his appreciation to the City of Surprise for hosting focus groups at its Communiversity. Mr. Hazlett then reviewed the study schedule.

Mr. Hazlett stated that as part of the business case, they are looking to ensure that Interstate 11 could work in different economic scenarios, such as an increase in freight due to the widening of the Panama Canal, Mexican ports reaching capacity while trade either remains constant or increases, and a new diversification of Arizona and Nevada economies.

Mr. Hazlett then reviewed the traditional transportation project development process. He noted that the Interstate 11 study is currently in the planning study stage and the next phase would be the environmental study. Mr. Hazlett displayed a list of upcoming meeting dates in the study process. He stated that they want to get input and are holding public meetings periodically, and have established a website, www.il1study.com, which includes project documents and a comment form. Mr. Hazlett added that the public can also sign up for project notifications on the website. Chair Lane thanked Mr. Hazlett for his report. No questions from the committee were noted.

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

Chair Lane called forward Teri Kennedy, MAG staff, who began with some background. 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). She stated that MAP-21 restructures core highway formula programs, merges and consolidates Transit formula programs.

Ms. Kennedy stated that MAP-21 authorizes the Surface Transportation Program through Federal Fiscal Year 2014 and extends the Highway Trust Fund taxes and ensures two years of solvency for the Highway Trust Fund. She advised that there will be substantial programmatic changes, for example, earmarks and most discretionary programs will be eliminated.

Ms. Kennedy stated that MAP-21 now includes PM 2.5 compliance areas in the Congestion Mitigation and Air Quality Improvement Program, expands the Highway Safety Improvement Program (HSIP), railroad/highway grade crossings from HSIP, rolls back metropolitan planning funds to the 2009 level, and combines recreation trails, transportation enhancement, and Safe Routes to School funds and reduces their funding levels.

Ms. Kennedy stated that MAP-21 is a two-year bill to address a five-year project development process. She noted that MAG will work under the reasonable assumption that MAP-21 will be continued through extensions and continuing resolutions to program the FY 2014-18 TIP (currently in development) and the Regional Transportation Plan update. Ms. Kennedy stated that funding for some programs has been eliminated, combined, or reduced. She noted that MAG is working with ADOT and FHWA to implement new MAP-21 rules and guidance.

Ms. Kennedy explained that SAFETEA-LU apportionments were derived and distributed to each funding program, then divided by state. She said that under MAP-21 the apportionment is made to each state, then set asides are made based on federal rules.

Ms. Kennedy stated that federal funding is flat from 2012 to 2013, with only a slight increase of 0.84 percent. She advised that Arizona receives only 1.89 percent of the entire distribution to the states. Ms. Kennedy stated that future funding to 2018 is projected to be flat as well. She stated that under MAP-21, Arizona will receive approximately 11 percent less of the funds that it received under SAFETEA-LU for programming.

Ms. Kennedy stated that under MAP-21, the overall funding level for the statewide program is at the 2012 distribution level. She noted that there is more concentration on safety and performance. Ms. Kennedy stated that three new eligible Metropolitan Planning Organizations are forming in Arizona (Sierra Vista, Lake Havasu City, and Casa Grande), and this will impact MAG's funding. Ms. Kennedy stated that \$481.7 million will be programmed in the FY 2014-2018 TIP, and no growth in federal funding during this period is projected.

Ms. Kennedy reported that the new Transportation Alternatives program incorporates eligibilities from several SAFETEA-LU programs. She said that it includes most of the former Transportation Enhancement, Safe Routes to Schools program and Recreational Trails program eligible activities, and allows more local control for programming. She noted that the current TIP includes approximately \$4 million in Transportation Enhancement projects and \$3.7 million in Safe Routes to School projects. Ms. Kennedy then gave an example of the Transportation Alternatives funding distribution.

Ms. Kennedy stated that staff is recommending a two-step approach for the Transportation Alternatives program: In the near term (FY 2013-14), they would evaluate current Transportation Enhancement and Safe Routes to School projects and develop scenarios to utilize Transportation Alternatives program funds. For the long term (FY 2015-18), they will develop program evaluation and performance criteria and schedule a call for projects in order to program the TIP.

Chair Lane thanked Ms. Kennedy for her report and asked members if they had questions.

Mr. Barnes asked how the \$4 million for Transportation Enhancement projects compared to the previous years. Ms. Kennedy replied that the cut to ADOT is approximately three-eighths of ADOT's total funding for the Safe Routes to School, Transportation Enhancements, and Recreational Trails programs. She added that she thought the Recreational Trails projects were previously programmed by the Arizona State Land Department. Ms. Kennedy stated that this region has approximately \$3 million in projects for this year and a small portion in 2014. She stated that the goal is to fund the unfunded phases, then return to ADOT the unused funds to shore up the rest of the state, and then get the funds returned for 2015.

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

Mr. Hazlett stated that this report would be an update to presentation he gave at the September 19, 2012, Transportation Policy Committee meeting. Mr. Hazlett stated that the Regional Transportation Plan identifies widening of Interstate 10 between 40th Street and the Pecos Stack with a program amount of approximately \$650 million; unidentified improvements to Interstate 17 with a program amount of approximately \$820 million. Mr. Hazlett stated that these two projects total approximately \$1.47 billion.

Mr. Hazlett then reviewed issues that have arisen with the environmental process, which resulted in the environmental impact statements and corridor studies on Interstates 10 and 17 being suspended. He stated the cost of EIS alternatives substantially exceed Regional Transportation Plan funding. In addition, new airspace regulations at Sky Harbor International Airport impact the I-10/I-17 Split interchange. Mr. Hazlett advised that the Federal Aviation Administration has indicated if any improvements are made in this vicinity, the freeway would need to be moved out of the Sky Harbor airspace. Mr. Hazlett also noted that the EIS process has taken a long time and new ideas have emerged to meet travel demand.

Mr. Hazlett stated that staff from ADOT, FHWA, Valley Metro, MAG, and the cities of Chandler, Phoenix, and Tempe, and facilitators from Wilson and Company then met in a workshop to study Interstate 10 and Interstate 17 - the Spine of the Valley. Mr. Hazlett stated that three steps were identified at the workshop: 1) Identify a spot improvement strategy; 2) Consider a near-term strategy to construct what is within the Regional Transportation Plan program; 3) Develop a longer-term vision for the Spine.

Mr. Hazlett stated that a number of guiding principles were discussed at the workshop, and the biggest one was operations and maintenance. He noted that portions of Interstates 10 and 17 are

getting to the end of their service lives, and one of the principles was to see how to extend the lives of the freeways as much as possible with operations and maintenance.

Mr. Hazlett stated that at the workshop attendees discussed moving forward with a streamlined environmental study process. One suggestion was to have a corridor charter, similar to the charter for the US-60 COMPASS study, where the elected officials help in moving forward the project. Mr. Hazlett stated that “capping the footprint,” and staying within the right-of-way can help with streamlining of environmental impact statements. He noted that alternative strategies might be needed if traffic demand cannot be accommodated in the planned corridor. Mr. Hazlett added that the Regional Transportation Plan in of itself is a policy document. He stated that the attendees also discussed that the freeway segments from Loop 101 all the way to Loop 202 should be looked at as one big corridor.

Mr. Hazlett stated that immediate needs include advanced traffic management, enhancements to direct HOV lanes and transit, and interim improvements for the weaving on SR-143/US-60. Near Term needs include the addition of one general purpose lane on Loop 101 to McDowell Road and Baseline Road to Loop 202. Long-Term needs include reconfiguring SR-143/US-60, reconstructing the I-17/I-10 Split, and rebuilding I-17, from the Split to McDowell Road.

Mr. Hazlett stated that next steps on this project include defining a footprint, evaluating projects, and committing to limiting environmental studies to 36-months, programming the projects, and building them.

Chair Lane thanked Mr. Hazlett for his report and asked members if they had questions or guidance.

Ms. Taylor asked for further detail on the airspace restrictions at the I-10/I-17 Split. Mr. Hazlett replied that when the third runway at Sky Harbor Airport was constructed, it was located on the banks of the Salt River and the Split interchange already existed. He explained that according to new FAA airspace regulations, if no changes are made to the interchange, then we are grandfathered, but if changes are made, then we will need to get out of the airspace. Mr. Hazlett noted that one of the workshop attendees, Mike Fellini, showed an option to avoid the airspace and reconstruct the interchange. He added that we want to ensure that we take care of the runway because it is vital to the airport.

Councilmember Esser referenced the 36-month accelerated EIS. He asked if a draft and an environmental impact statement could be done at the same time. Mr. Hazlett replied that it has been done in the past, and a lot of the work done for previous EIS's will allow us to move forward. He stated that it will take commitment of all involved agencies to get the EIS done. Mr. Hazlett stated that another option is an environmental assessment, which can be done in a shorter amount of time. He reported that the ADOT Director asked the FAA if they were comfortable with this process being done in three months time and they replied yes.

9. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He stated that the Arizona Legislature is now in session. The governor has proposed there be a transfer of \$126.74 million from the Highway User Revenue Fund (HURF) to the Department of Public Safety. Mr. Pryor explained that since 2001, approximately \$800 million of HURF funds have been transferred, mostly since 2007, and the allocation per Arizona law is \$20 million per fiscal year. Mr. Pryor noted the negative impacts to ADOT bonding capacity and to the economy.

Chair Lane thanked Mr. Pryor for his report. No questions from the Committee were noted.

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 were requested.

No requests were noted.

11. 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, Councilmember Esser moved and Vice Chair Meck seconded and the meeting adjourned at 1:25 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 12, 2013

SUBJECT:

Amendments and Administrative Modifications to the FY 2011-2015 MAG Transportation Improvement Program, and Changes to the Regional Transportation Plan 2010 Update for FFY 2013 MAG Closeout Funds: Design Phase for FY 2015 Congestion Mitigation and Air Quality Projects

SUMMARY:

Closeout of the Federal Fiscal Year (FFY) 2013 Federal Highway Administration (FHWA), Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Program (STP) funding began in December and was approved by the Regional Council on January 30, 2013. During the closeout session, it was proposed to include a design phase for the recommended listing of CMAQ FY 2015 construction projects. The Regional Council approved the listing of FY 2015 CMAQ construction phase projects on February 27, 2013. From the January approval of the closeout methodology, a remaining \$3.2 million is available to fund design phases in FY 2013 for FY 2015 CMAQ construction projects. A remaining balance of \$3.4 million CMAQ funding will be carried forward to address the over-programming of FY 2014 CMAQ project phases. This proposal leaves the Transportation Improvement Program (TIP) fiscally constrained and in balance, and utilizes the regional FFY 2013 obligation authority limit based on current revenues both actual and projected.

All projects that are proposed to receive CMAQ funding for the design phase in FY 2013 must submit required paperwork to the Arizona Department of Transportation (ADOT) by June 28, 2013, to be eligible for the closeout funding. Modal committees have reviewed projects and several agencies have requested to locally fund their design phases. Please see attached list of proposed design phase projects, Table DP.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of these recommendations will allow additional project design phases to be federally funded and will ensure that obligation authority is utilized.

CONS: If a project sponsor accepts and expends federal funds for the project design phase, the project must be completed or the federal funds must be returned to ADOT.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Each year all federal funding obligation authority must be programmed or is at risk. Closeout funding allows projects to receive federal funds if available. The project sponsor must receive federal authorization for its project phase in the year programmed or the funding will be reprogrammed to another project in the MAG region. 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 the Congestion Mitigation and Air Quality (CMAQ) projects for a design phase that will authorize in FFY 2013, up to the maximum federal share of 94.3 percent of eligible project costs and of the necessary amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, changes to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

This item is on the March 13, 2013, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

On February 28, 2013, the MAG Transportation Review Committee recommended approval of the list of Congestion Mitigation and Air Quality (CMAQ) funded PM-10 Pave Un-Paved Road project design phases that will obligate in FFY 2013 up to the maximum federal share of 94.3 percent of eligible project costs that can obligate by June 28, 2013; 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 | # Litchfield Park: Woody Scoutten |
| # Avondale: David Fitzhugh, Vice-Chair | Maricopa County: Clem Ligoeki for John Hauskins |
| ADOT: Kwi-Sung Kang for Floyd Roehrlich | Mesa: Jeff Martin for Scott Butler |
| * Buckeye: Scott Lowe | * Paradise Valley: Jim Shano |
| Chandler: Patrice Kraus | Peoria: Jamal Rahimi for Andrew Granger |
| El Mirage: Jorge Gastelum for Sue McDermott | Phoenix: Rick Naimark |
| Fountain Hills: Randy Harrel | * Queen Creek: Troy White |
| * Gila Bend: Eric Fitzer | * Surprise: Bob Beckley |
| * Gila River: Doug Torres | Tempe: Vacant |
| Gilbert: Edgar Medina for Leah Hubbard | Valley Metro: John Farry |
| Glendale: Cathy Colbath for Debbie Albert | * Wickenburg: Rick Austin |
| Goodyear: Cato Esquivel | Youngtown: Grant Anderson for Lloyce Robinson |
| * Guadalupe: Gino Turrubiarres | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---|--|
| * Street Committee: Charles Andrews, Avondale | * Bicycle/Pedestrian Committee: Katherine Coles, City of Phoenix |
| * ITS Committee: Vacant Position | * Transportation Safety Committee: Julian Dresang, City of Tempe |

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

On February 12, 2013 MAG Street Committee reviewed this item. Comments to set a floor funding level were discussed. Two projects with low budget amounts were reviewed and corrections are included in the current listing of project changes.

MEMBERS ATTENDING

- | | |
|---------------------------------------|--|
| Charles Andrews, Avondale, Chairman | Chris Plumb, Maricopa County |
| Bret Anderson for Lupe Harriger, ADOT | Maria Deeb, Mesa |
| * Jose Heredia, Buckeye | * James Shano, Paradise Valley |
| Dan Cook, Chandler | Ben Wilson, Peoria |
| Bob Senita, El Mirage | Shane L. Silsby, Phoenix |
| * Tony Rodriguez, Gila River | Janet Martin, Queen Creek |
| Indian Community | * Elaine Cabrera, Salt River Pima-Maricopa |
| * Michael Gillespie, Gilbert | Indian Community |
| Bob Darr, Glendale | Phil Kercher, Scottsdale |
| Hugh Bigalk, Goodyear | Jason Mahkovtz, Surprise |
| * Gino Turrubiates, Guadalupe | * Shelly Seyler, Tempe |
| # Daymara Cesar for Darryl Crossman, | * Jason Earp, Tolleson |
| Litchfield Park | * Jim Fox, Youngtown |

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

On February 6, 2013, the ITS Committee reviewed and recommended the list of ITS design phase projects.

MEMBERS ATTENDING

- | | |
|--|------------------------------------|
| Reza Karimvand, ADOT | Nicolaas Swart, Maricopa County |
| * Soyoung Ahn, ASU | Avery Rhodes, Mesa |
| Chris Hamilton, City of Avondale | Ron Amaya, Peoria |
| # Daymara Cesar for Thomas Chlebanowski, | Marshall Riegel, Phoenix |
| Buckeye | # Bill Birdwell, Queen Creek |
| Mike Mah, Chandler | Steve Ramsey for Bruce Dressel, |
| Captain Burley Copeland, DPS | Scottsdale |
| Jorge Gastelum, El Mirage | Albert Garcia for Nicholas Mascia, |
| * Jennifer Brown, FHWA | Surprise |
| Erik Guderian, Town of Gilbert | Catherine Hollow, Tempe |
| Debbie Albert, Glendale | Ratna Korepella, RPTA |
| Luke Albert, Goodyear | |

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

CONTACT PERSON:

Teri Kennedy, (602) 254-6300.

Table DP: FY 2015 CMAQ funded projects, Request for Design Phase and Amendments to the FY 2011-2015 TIP

2/27/2013

Year	Application Project ID	TIP ID	Name of Agency	Title	MAG Mode	Description:	Miles	Lanes Before	Lanes After	In ALCP	Federal Cost:	Local Match:	Total Cost:	Notes
2013	BKY-Pave-1	BKY15-431d	Buckeye	Watson Road (650' north of Van Buren to McDowell) PM-10 Paving	Air Quality	Design: Paving an unpaved dirt road along Watson Road 0.4 miles north of I-10 (650' north of the Van Buren alignment) to the McDowell Road alignment.	1	2	2	No	215,000	12,996	227,996	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-Pave-4	MMA15-434d	Maricopa County	New River Area PM-10 Paving, Phase I	Air Quality	Design: New River Area PM-10 Paving - Phase I and Phase II.	0.5	2	2	No	220,000	13,298	233,298	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-Pave-6	MMA15-436d	Maricopa County	Rockaway Hills Drive, Beginning of Maintenance to End of Maintenance, PM-10 Paving	Air Quality	Design: Paving project, Rockaway Hills Drive beginning at the BOM and extending east approximately 3,700 feet to the EOM.	0.7	2	2	No	37,500	2,267	39,767	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-Pave-1	PHX15-431d	Phoenix	2015 CMAQ Alley Dust Proofing	Air Quality	Design: Paving project: dust proof approximately 29.2 miles of unstabilized alleys within the City of Phoenix.	1.3	0	0	No	50,000	3,022	53,022	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	AVN-BikePed-1	AVN15-441d	Avondale	Agua Fria Asphalt 1-10 Underpass	Bike/Ped	Design: asphalt path and I-10 underpass along the Agua Fria River east bank connecting a privately developed path, which combined will connect Van Buren Street to Friendship Park at McDowell Rd.	0.25	NA	NA	No	167,000	10,094	177,094	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	CVK-BikePed-1	CVK15-441d	Cave Creek	Bike Lane Project: Cave Creek Road at Carefree Highway to Pima Road (Carefree)	Bike/Ped	Design: bike lanes via a road diet that narrows existing vehicle lanes to 11 ft. wide in the 30 mph Cave Creek Town Core zone. A 6 in wide painted bike stripe will be provided as separation from travel lanes in the Town Core. Existing landscaped medians will also be narrowed to accommodate the bike lanes.	8.4	NA	NA	No	320,000	19,343	339,343	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MES-BikePed-1	MES15-441d	Mesa	Rio Salado Pathway - Segment 3	Bike/Ped	Design: 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).	0.9	NA	NA	No	146,500	8,855	155,355	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-BikePed-1	PHX15-441d	Phoenix	Roosevelt Street Pedestrian and Bicycle Improvements Project	Bike/Ped	Design: sidewalks, bike lanes, pedestrian bump outs, landscaping shade elements.	0.25	0	0	No	99,000	5,984	104,984	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	AVN-ITS-1-R	AVN15-461d	City of Avondale	Dysart Road - Rancho Santa Fe to Indian School Road	ITS	Design: Eight (8) new ASC 3 controllers installed to replace existing to provide compatible ITS applications. Three CCTV cameras will be included for the Indian School, Thomas, and McDowell intersections. The fiber backbone will be installed in Avondale roadway right-of-way.	2.25	NA	NA	No	88,850	5,371	94,221	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-ITS-1 R	PHX15-461d	City of Phoenix	7th Ave 7th St DMS Deployment	ITS	Procure, install and provision the Dynamic Message Signs near identified intersections; 7th Avenue, DMS north of Camelback Road, McDowell Road.	22	NA	NA	No	108,000	6,528	114,528	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	PHX-ITS-3 R	PHX15-463d	City of Phoenix	Corridor CCTV Deployment on the Sevens, Bell Rd and Northern Ave	ITS	Design: CCTV PTZ traffic monitoring cameras at identified intersections.	59	NA	NA	No	73,000	4,413	77,413	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	TMP-ITS-1	TMP15-461d	City of Tempe	Fiber Optic Interconnection at Broadway/I-10 and Rio Salado/Loop101	ITS	Design: new conduit, High speed DSL copper communications, pull boxes, splice closure, patch panels, fiber optics jumper cables, VDSL switches, and Ethernet switches, and make use of existing conduit to provide fiber connection. The project also includes procuring and installing 22 CCTV cameras for each interchange intersection in Tempe.	90	NA	NA	No	36,000	2,176	38,176	Amend: Add Design Phase to TIP. FY2013 Closeout.
2013	MMA-ITS-1 R	MMA15-431d	Maricopa County	Bell Road Adaptive Signal Control Technology (ASCT) Deployment	ITS	Design: adaptive signal control capabilities to the existing signal system and enable coordination between agencies. Adaptive capability will be provided for all the signals within the Bell Road corridor for four areas operated by Surprise, ADOT, Maricopa County, Peoria, Glendale, Scottsdale, and Phoenix.	7	NA	NA	No	300,000	18,134	318,134	Amend: Add Design Phase to TIP. FY2013 Closeout.

Totals \$ 1,860,850 \$ 112,480 \$ 1,973,330

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 12, 2013

SUBJECT:

Project Changes – Amendment and Administrative Modification to the FY 2013 Arterial Life Cycle Program, FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update

SUMMARY:

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty three times, with the latest modification approved on February 27, 2013.

The attachment listings in Table A (modifications to the TIP) and Table B (non-TIP modifications) are for the FY 2013 Arterial Life Cycle Program (ALCP) and include changes to the Southern Avenue at Country Club Drive project in Mesa. All changes to the project relate to an updated cost and work schedule and the balance for annual programmed reimbursements will be maintained. Table A also includes a change to SCT13-106DZ, which is not eligible for CMAQ closeout.

Table C in the attachment includes project change requests from the Arizona Department of Transportation (ADOT).

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

PUBLIC INPUT:

None has been received.

PROS & CONS:

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

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

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

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

PRIOR COMMITTEE ACTIONS:

This item is on the March 13, 2013, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

On February 28, 2013, the MAG Transportation Review Committee recommended approval of the project changes in tables A, B, and C, and approval of the amendment and administrative modification to the FY2011-2015 MAG Transportation Improvement Program, FY 2013 Arterial Life Cycle 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: Patrice Kraus
- El Mirage: Jorge Gastelum for Sue McDermott
- Fountain Hills: Randy Harrel
- * Gila Bend: Eric Fitzer
- * Gila River: Doug Torres
- Gilbert: Edgar Medina for Leah Hubbard
- Glendale: Cathy Colbath for Debbie Albert
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres
- # Litchfield Park: Woody Scoutten
- Maricopa County: Clem Ligocki for John Hauskins
- Mesa: Jeff Martin for Scott Butler
- * Paradise Valley: Jim Shano
- Peoria: Jamal Rahimi for Andrew Granger
- Phoenix: Rick Naimark
- * Queen Creek: Troy White
- * Surprise: Bob Beckley
- Tempe: Vacant
- Valley Metro: John Farry
- * Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position
- * 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, Transportation Improvement Program Manager, (602) 254-6300.

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

3/5/2013

ALCP			TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2012	2013	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 568,153	\$ 568,153	RARF	\$ 341,572	Amend: Defer a portion of project design costs to FY2013.
Mesa	2013	--	MES181-015DZ2	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ -	\$ 378,501	--	\$ -	Amend: New TIP listing to reflect FY2013 design costs.
Mesa	2013	2014	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	Local	\$ -	\$ -	\$ 292,500	\$ 292,500	RARF	\$ 204,750	Amend: Defer a portion of project right-of-way costs to FY2014.
Mesa	2014	2014	MES181-10RW2	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	RARF	\$ -	\$ 1,588,495	\$ 196,505	\$ 1,785,000	RARF	\$ 1,588,495	Amend: New TIP listing to reflect FY2014 right-of-way costs.
Mesa	2014	2014	MES07-315	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	CMAQ	\$ 910,000	\$ -	\$ 55,005	\$ 965,005	CMAQ	\$ 910,000	Amend: Defer work year, reduce match to federal minimum.
Mesa	2014	2014	MES14-117CZ2	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	HSIP	\$ 1,159,890	\$ -	\$ 70,110	\$ 1,230,000	HSIP	\$ 1,159,890	Amend: Defer work year, decrease funding amount.
Mesa	2015	2015	MES15-117RZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 160,357	\$ 4,341,189	\$ 4,501,546	RARF	\$ 160,357	Amend: Increase project costs to match new estimate cost estimate.
Scottsdale	2013	2015	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.8	0	2	Local	\$ -	\$ -	\$ 1,005,922	\$ 1,005,922	RARF	\$ 704,145	Amend: Project is not eligible for CMAQ closeout. Correct funding source and amounts to match the FY 2013 approved ALCP.

Changes to TIP in Red Strike through denotes project deletion and change to TIP.

TABLE B. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	--	Southern Ave at Country Club Dr	Project savings for intersection improvement	0.5	6	6	RARF	\$ -----	\$ 3,605,458	\$ -----	\$ 3,605,458	RARF	\$ 3,605,458	Amend: Delete listing and transfer regional reimbursement to the construction line item (TIPID MES16-117CZ)
Mesa	2016	2016	MES16-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	\$ -	\$ 3,605,458	\$ 896,088	\$ 4,501,546	RARF	\$ 3,605,458	Amend: New TIP listing based on updated project cost estimates and schedule.

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

3/5/2013

HIGHWAY		REQUESTED CHANGE TO THE FY2011-2014 TIP												
TIP #	Agency	Project Location	Project Description	Fiscal Year	Estimate Date for Completion/Open to Traffic	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT13-108	ADOT	101 (Agua Fria Fwy): I-10 to I-17	Design FMS	2013	Dec-14	22	6	6	NH	\$39,900	\$660,100	\$0	\$700,000	Admin: Decrease total project budget by \$600,000 from \$1,300,000 to \$700,000. Adjust Federal and Local cost.
DOT13-110D	ADOT	I-10: Dysart Rd to 83rd Ave	Design FMS	2013	Apr-16	5	10	10	NH	\$34,200	\$565,800	\$0	\$600,000	Amend: Add a new FMS design project in FY 2013 for \$600,000.

Text in RED indicates changes to the TIP

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

March 12, 2013

SUBJECT:

Amendments and Modification to the FY 2011-2015 Transportation Improvement Program, the Regional Transportation Plan 2010 Update, and Inclusion in the Draft FY 2014-2018 Transportation Improvement Program, and Draft 2035 Regional Transportation Plan for the Transportation Alternatives Program

SUMMARY:

Under MAP-21, a new Transportation Alternatives (TA) Program allocates funding to regional planning organizations for programming. Federal Fiscal Year (FFY) 2013 and 2014 TA funds are estimated at \$4.2 million and \$4.6 million respectively. Under SAFETEA-LU, the Arizona Department of Transportation (ADOT) had programmed Transportation Enhancement (TE) projects and Safe Routes to School (SRTS) projects statewide for FFY 2013 and FFY 2014. Under MAP-21 the TE and SRTS programs have sunset. However, many of the activities from the TE and SRTS projects are eligible under the MAP-21 TA program. Funding for the statewide portion of the TA program is substantially reduced from the previous levels and is now over-programmed. MAG has generated a programming scenario to address regional needs and to assist with the statewide over-programming.

ADOT expects that all SRTS project awards from the statewide process to have funding available from ADOT. Many of the projects that were awarded funding under the TE and SRTS programs received federal funding that had program ceiling limits or project phase limits on the awards. The TE and SRTS projects additional eligible costs will be addressed under the proposed MAG short term programming. The proposal includes a two-step approach that addresses short term and long term needs. In the short term MAG will program for unfunded and underfunded project phases for the currently selected FY 2013 and FY 2014 ADOT programmed TE projects, utilizing TA funding to ensure that the project is fully funded to the maximum federal amount. The balance of the obligation authority for FY 2013 and FY 2014 that will be loaned back to ADOT to address statewide needs for current TE programmed projects.

For the long term needs, MAG will develop an evaluation method for project selection, hold a call for projects to program in FY 2015, 2016, and 2017 this summer, and project selections will be amended into the Draft FY 2014-2018 TIP pending approval by Regional Council in September 2013. The carryforward federal funding amounts from FY 2013 and FY 2014 will be included in the FY 2015 project selections. Programming and award of FY 2015, 2016, and 2017 TA projects are contingent on the TA program continuation based on the surface transportation authorization beyond FFY 2014.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of the funding scenario and related changes for these projects will enable their inclusion in the MAG Transportation Improvement Program (TIP) and will allow jurisdictions to develop their projects in a timely and integrated manner. Approval will also assist with the statewide over-programming in FY 2013 and FY 2014. There is no guarantee that the federal program will be extended beyond FFY 2014 by

a continuing resolution or if a new Surface Transportation Authorization Act is signed. Funding for this program is subject to substantial change.

CONS: If these projects are not approved, the time to develop new projects is limited. Timely development of projects is needed to ensure that MAG federal funds are fully utilized and that obligation authority and the related funding are not lost from the region.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Project selection criteria have been fully addressed by ADOT and MAG technical advisory committees under SAFETEA-LU authorization.

POLICY: The MAG federally funded program has been developed in accord with federal regulations and MAG policies.

ACTION NEEDED:

Recommend approval of the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 Transportation Improvement Program (TIP), the Regional Transportation Plan 2010 Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft 2035 Regional Transportation Plan as appropriate.

PRIOR COMMITTEE ACTIONS:

This item is on the March 13, 2013, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

On February 28, 2013, the Transportation Review Committee recommended the scenario for short term and long term programming methodologies and of the associated amendments and modification to the FY 2011-2015 TIP, the FY 2010 RTP Update, and for inclusion in the Draft FY 2014-2018 TIP, and Draft FY 2035 RTP as appropriate.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position
- * 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

On February 12, 2013 MAG Street Committee reviewed this item. Comments to set a floor funding level were discussed. Two projects with incorrect budget amounts were reviewed and corrections are included in the current listing of project changes.

MEMBERS ATTENDING

- | | |
|---------------------------------------|--|
| Charles Andrews, Avondale, Chairman | Chris Plumb, Maricopa County |
| Bret Anderson for Lupe Harriger, ADOT | Maria Deeb, Mesa |
| * Jose Heredia, Buckeye | * James Shano, Paradise Valley |
| Dan Cook, Chandler | Ben Wilson, Peoria |
| Bob Senita, El Mirage | Shane L. Silsby, Phoenix |
| * Tony Rodriguez, | Janet Martin, Queen Creek |
| Gila River Indian Community | * Elaine Cabrera, Salt River Pima-Maricopa |
| * Michael Gillespie, Gilbert | Indian Community |
| Bob Darr, Glendale | Phil Kercher, Scottsdale |
| Hugh Bigalk, Goodyear | Jason Mahkovtz, Surprise |
| * Gino Turrubiates, Guadalupe | * Shelly Seyler, Tempe |
| # Daymara Cesar for Darryl Crossman, | * Jason Earp, Tolleson |
| Litchfield Park | * Jim Fox, Youngtown |

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

CONTACT PERSON:

Teri Kennedy, (602) 254-6300.

March 12, 2013

TO: Members of the Transportation Policy Committee

FROM: Teri Kennedy, MAG Transportation Improvement Program Manager

SUBJECT: MAP-21 FEDERAL HIGHWAY ADMINISTRATION TRANSPORTATION ALTERNATIVES PROGRAM

Under new federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21), transportation programs are authorized for two years. A new Federal Highway Administration (FHWA) program, Transportation Alternatives (TA), was included in MAP-21. The TA program allocates a portion of funding to regional planning organizations for programming. The Maricopa Association of Governments (MAG) is tasked with ensuring that all FHWA funding for the region is programmed annually, or the funding is at risk. For the fiscal years (FY) of 2013 and 2014, the TA program for the region is estimated at \$4.2 and \$4.3 million respectively.

To address the short term need to ensure that the MAG-TA funding is programmed, a short term methodology was developed. To fully develop the MAG-TA program to meet the regional needs and preferences for the long term, an additional methodology is now under development. The detail of the short term programming is included, and an outline of the expected long term program development is provided.

Short Term: With the enactment of MAP-21, the Transportation Enhancements (TEA) and Safe Routes to School (SRTS) programs have sunset. Previously, the Arizona Department of Transportation (ADOT) had programmed projects for the TEA and SRTS programs statewide for FY2013 and 2014 to ensure proper project development. The eligible activities for the new TA program include many elements of the historic TEA and SRTS programs. The funding level for the TA program under MAP-21 is a large reduction to the state's previous TEA and SRTS program allocation. To address both the MAG responsibility for programming its MAG-TA funding allocation and to assist ADOT to ensure that currently programmed projects succeed, a balanced approach is applied.

The development timeframe for beginning new projects (typically three to five years) limits the region in collecting new projects that can obligate the federal funding by the close of FY2013 (June 28, 2013). The currently programmed TEA and SRTS projects were evaluated for project phases that are eligible to receive additional federal funding. Member agencies and ADOT were contacted and a list of the proposed project changes to the FY2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) were completed. The combination of the ADOT awarded funding and the MAG-TA funding will safeguard that the

currently awarded projects continue to completion. The balance of the MAG-TA funding from FFY2013 and 2014 will be applied to the MAG TA program in the future for the long term programming.

Long Term: The TA program allocates funding for urbanized areas to program to meet regional needs. The TA program offers funding for projects that have eligible activities that are very similar to the MAG Bicycle and Pedestrian Program that is funded by the Congestion Mitigation and Air Quality FHWA program. It also offers funding for projects that have eligible activities that are very similar to the MAG Safety Program that is funded through a sub-allocation from ADOT of FHWA Highway Safety Improvement Program funds.

For development of the program, MAG staff will meet with the Managers Federal Fund Working Group and determine priorities for the eligible activities that will be included in the MAG TA program. MAG administration will assign staff and the committee or working group(s) that will provide technical guidance. MAG staff in coordination with the committee or working group(s) will develop the evaluation and performance criteria. A **Call For Projects** will be scheduled for the Summer of 2013 to collect applications for FY2015, 2016, and 2017 projects. The assigned committee/working group will evaluate applications, an approved list of projects will be presented to committees and the Regional Council, and the TIP and RTP will be amended as appropriate.

Table TA: Proposed changes to the FY2011-2015 Transportation Improvement Program

Agency	Year	TIPID	Location	Work	Miles	Lanes Before	Lanes After	ALI	In ALCP	TRACS	MAG Mode	Funding	Federal	Regional	Local	Total	Note
Glendale	2013	GLN08-802C2	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	1.5	0	0	----	No	----	Bicycle	TA-MAG	\$ 132,222	\$ -	\$ 7,992	\$ 140,214	Amend: Add \$140,214 to construction phase. Project is also funded with STP-TEA (see GLN08-802), and TA-MAG. Total construction cost of project is \$1,478,039.
Mesa	2012	MES11-111	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Design: paved share use path	1.1	0	0	----	No	----	Safety	SRTS	\$ 130,000	\$ -	\$ -	\$ 130,000	Amend: Design Project, decrease SRTS funding award from \$150,000 to \$130,000 for Design phase. Total ADOT award is \$300,000.
Mesa	2014	MES11-111C	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High. Design	Construct paved share use path	1.1	0	0	----	No	----	Safety	SRTS	\$ 170,000	\$ -	\$ -	\$ 170,000	Amend: Move \$170,000 (balance of ADOT SRTS funding award of \$300,000) to FY2014 construction phase.
Mesa	2014	MES11-111C2	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Construct paved share use path	1.1	0	0	----	No	----	Safety	TA-MAG	\$ 1,358,348	\$ -	\$ 82,106	\$ 1,440,454	Amend: Add \$1,358,348 TA-MAG funds to construction phase. Project is funded with \$300,000 ADOT-SRTS (see MES11-111 (design), MES11-111C).
Peoria	2014	PEO13-903C2	New River Pathway, Northern Ave and Olive Ave	Construction of Olive to Northern multi-use path with extension to connect to Glendale path at Northern	1.1	4	4	----	No	----	Bicycle	TA-MAG	\$ 188,600	\$ -	\$ 11,400	\$ 200,000	Amend: Add \$200,000 TA-MAG funds to existing construction project PEO13-902 (STP-TEA=250,000 and CMAQ=700,000). Total construction project cost = \$ 1,384,889.
Phoenix	2013	PHX12-112C2	Roosevelt Street: Central Ave to 4th Street	Construct Roosevelt Row Pedestrian Project	0.3	2	2	----	No	----	Pedestrian	TA-MAG	\$ 1,131,600	\$ -	\$ 68,400	\$ 1,200,000	Amend: Add \$1,200,000 TA-MAG funds to existing project PHX11-112 (STP-TEA=589,218). Total project cost = \$ 2,044,684.
Tempe	2013	TMP12-104D	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Design multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 196,749	\$ -	\$ 11,893	\$ 208,642	Amend: New Design phase for FY2013. Construction was awarded by ADOT TEA program (TMP12-104).
Tempe	2014	TMP12-104C2	Tempe - Rio Salado @ SR 101 & 202 Traffic Interchange	Construct multi-use path underpass along Rio Salado connecting Tempe and Mesa	0.8	0	0	----	No	----	Bicycle	TA-MAG	\$ 2,074,438	\$ -	\$ 125,390	\$ 2,199,828	Amend: New listing to existing project (TMP12-104). Additional funding with TA-MAG to complete total construction phase.
Wickenburg	2013	WKN10-801	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	----	no	---	Bicycle	STP-TEA	\$ 483,279	\$ -	\$ 29,212	\$ 512,491	Admin: Reduce local cost from \$59,397 to minimum federal match. Total project cost is \$572,382. Fund balance with new TA-MAG funding. Defer from FY2012 to FY2013.
Wickenburg	2013	WKN10-801C2	US93 Bypass at Hassayampa River	Construct Wickenburg Pedestrian and Bicycle Bridge	0.1	0	0	----	no	---	Bicycle	TA-MAG	\$ 56,477	\$ -	\$ 3,414	\$ 59,891	Amend: New funding for existing project. ADOT has discontinued locally administered Transportation Enhancement projects. Cost to change project from local admin to ADOT admin is additional \$29,706. Total project cost is \$572,382. TA funds are available to cover overmatch.

Changes to TIP in Red

MAG Total \$ 5,621,713 \$ - \$ 339,807 \$ 5,961,520

Total year breakouts:	2013	TA-MAG	FY2013	\$ 1,943,850
	2014	TA-MAG	FY2014	\$ 3,677,863

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

DATE:

March 12, 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 to add a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. In November 2012, the State Transportation Board, the Regional Public Transportation Authority (RPTA), and the Maricopa County Board of Supervisors recommended approval of the major amendment. On January 30, 2013, the MAG Regional Council recommended the proposed major amendment undergo the necessary air quality conformity analysis. The air quality conformity analysis is complete, and the final step in the major amendment process is to approve the technical amendments and modifications to the Regional Transportation Plan, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program. This includes the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects.

PUBLIC INPUT:

At the January 16, 2013, MAG Management Committee meeting, a citizen expressed concern on light rail because it is at-grade and there have been accidents. The citizen stated that light rail has benefits: it provides transit and is electric. The citizen stated that cities are not required to vote on major amendments but they need to take more interest in the transfer of federal funds.

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, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

PRIOR COMMITTEE ACTIONS:

This item is on the March 13, 2013, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

On February 28, 2013, the Transportation Review Committee recommended 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, the removal of federal Surface Transportation Program (STP) funds totaling \$153,366,043 (2011\$) from sixteen (16) Arterial Life Cycle Program (ALCP) projects, and of the amendments and administrative modifications the Regional Transportation Plan - 2010 Update, Arterial Life Cycle Program, and the FY 2011-2015 MAG Transportation Improvement Program.

MEMBERS ATTENDING

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

EX-OFFICIO MEMBERS ATTENDING

- * Street Committee: Charles Andrews, Avondale
- * ITS Committee: Vacant Position
- * 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

On January 30, 2013, the Regional Council approved 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.

MEMBERS ATTENDING

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

On January 23, 2013, the Transportation Policy Committee recommended 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.

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 Jerry Weiers, 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

On January 16, 2013, the MAG Management Committee recommended 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.

MEMBERS ATTENDING

- | | |
|--|--|
| David Cavazos, Phoenix, Chair | Christopher Brady, Mesa |
| Dr. Spencer Isom, El Mirage, Vice Chair | * Jim Bacon, Paradise Valley |
| # George Hoffman, Apache Junction | Carl Swenson, Peoria |
| Charlie McClendon, Avondale | # Wendy Kaserman for John Kross, |
| * Stephen Cleveland, Buckeye | Queen Creek |
| # Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa |
| * Usama Abujbarah, Cave Creek | Indian Community |
| Rich Dlugas, Chandler | Dan Worth, Scottsdale |
| Alfonso Rodriguez for Phil Dorchester, | # Chris Hillman, Surprise |
| Fort McDowell Yavapai Nation | Charlie Meyer, Tempe |
| Ken Buchanan, Fountain Hills | Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Joshua Wright, Wickenburg |
| * David White, Gila River Indian Community | Lloyce Robinson, Youngtown |
| Patrick Banger, Gilbert | Floyd Roehrich for John Halikowski, ADOT |
| Horatio Skeete, Glendale | John Hauskins for Tom Manos, |
| Jim Rumpeltes for Brian Dalke, Goodyear | Maricopa Co. |
| * Bill Hernandez, Guadalupe | JymeSue McLaren for Steve Banta, |
| Darryl Crossman, Litchfield Park | Valley Metro/RPTA |

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

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 | * President Clinton Pattea, Fort McDowell |
| Mayor Scott Smith, Mesa, Vice Chair | Yavapai Nation |
| Councilwoman Robin Barker, | * Mayor Linda Kavanagh, Fountain Hills |
| Apache Junction | * Mayor Ron Henry, Gila Bend |
| Mayor Jackie Meck, Buckeye | * Governor Gregory Mendoza, Gila River |
| # Mayor David Schwan, Carefree | Indian Community |
| Councilman Dick Esser, Cave Creek | Councilmember Ben Cooper for Mayor John |
| Mayor Jay Tibshraeny, Chandler | Lewis, Gilbert |
| Mayor Lana Mook, El Mirage | # Mayor Elaine Scruggs, Glendale |

- # Mayor Georgia Lord, Goodyear
- * Mayor Yolanda Solarez, Guadalupe
- * Mayor Thomas Schoaf, Litchfield Park
- Supervisor Max W. Wilson, Maricopa Co.
- Mayor Scott LeMarr, Paradise Valley
- * Mayor Bob Barrett, Peoria
- Mayor Greg Stanton, Phoenix
- Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River
- Pima-Maricopa Indian Community

- Mayor W. J. "Jim" Lane, Scottsdale
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- 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

TABLE MA. Amendments and Administrative Modifications to the FY2011-2015 TIP and the FY2013 ALCP

Revised

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2014	2016	MES14-101DZ	Baseline Rd- Power-Rd to Ellsworth Rd	Design roadway widening	3	4	6	-	Local	\$-----	\$-----	\$1,307,009	\$1,307,009	STP-MAG	\$-914,694	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-101RWZ	Baseline Rd- Power-Rd to Ellsworth Rd	Acquisition of right of way for roadway widening	3	4	6	-	Local	\$-----	\$-----	\$3,919,236	\$3,919,236	STP-MAG	\$2,743,335	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-121DZ	Baseline Rd- Ellsworth Rd to Meridian Rd	Design roadway widening	3	4	6	-	Local	\$-----	\$-----	\$1,306,701	\$1,306,701	STP-MAG	\$-914,383	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2015	2016	MES15-127DZ	Crismen Rd- Ray Rd to Germann Rd	Design roadway widening	3	0	6	-	Local	\$-----	\$-----	\$1,738,755	\$1,738,755	STP-MAG	\$1,217,165	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2015	2017	MES15-114DZ	Meridian Rd- Baseline Rd to Ray	Design roadway widening	4	0	6	-	Local	\$-----	\$-----	\$1,206,591	\$1,206,591	STP-MAG	\$-844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2013	2013	VMR13-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	CMAQ	\$ 943,000	\$ -	\$ 57,000	\$ 1,000,000	CMAQ	\$ 943,000	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions. Advance from 2017 to 2013.
Valley Metro Rail	2014	2016	VMR14-190	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,220,000	\$ 2,220,000	STP-MAG	\$ 2,093,460	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2014	2016	VMR14-191	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 8,404,000	\$ 8,404,000	STP-MAG	\$ 7,924,972	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR15-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	#####	#####	STP-MAG	\$ 8,705,792	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2016	VMR16-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 40,708	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletion, reimbursement for construction.
Valley Metro Rail	2015	2017	VMR17-491R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	#####	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR15-492	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	#####	#####	STP-MAG	\$ 4,486,572	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2017	VMR17-492R2	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 388,265	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR18-492R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Utilities	1.9	0	0	140-40	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	#####	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-493	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	#####	#####	STP-MAG	\$ 6,782,883	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Valley Metro Rail	2015	2018	VMR18-493R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$ 3,014,888	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2018	VMR15-494	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ 2,280,000	\$ 2,280,000	CMAQ	\$ 1,422,887	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR19-494R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - ROW Acquisition	1.9	0	0	140-60	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$ 727,153	Amend: New reimbursement listing in the TIP. Funding transferred from Mesa ALCP project deletions.
Valley Metro Rail	2015	2019	VMR15-495	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Engineering	1.9	0	0	140-80	Local	\$ -	\$ -	\$ 3,836,000	\$ 3,836,000	STP-MAG	\$ 3,617,348	Amend: New project in the TIP. Funding transferred from Mesa ALCP project deletions.

TABLE MA2. Amendments and Administrative Modifications to the FY2013 ALCP (Non-TIP Changes)

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2016	2016	None	Baseline Rd- Power Rd to Ellsworth Rd	Construct roadway widening	3	4	6	-	STP-MAG	\$ 5,277,575	\$ -	\$ 2,261,818	\$ 7,539,393	STP-MAG	\$ 5,277,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Baseline Rd- Ellsworth Rd to Meridian Rd	Acquisition of right of way for roadway widening	3	4	6	-	STP-MAG	\$ 2,743,148	\$ -	\$ 1,176,871	\$ 3,920,019	STP-MAG	\$ 2,743,148	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	None	Baseline Rd- Ellsworth Rd to Meridian Rd	Construct roadway widening	3	4	6	-	STP-MAG	\$ 5,703,575	\$ -	\$ 2,444,389	\$ 8,147,965	STP-MAG	\$ 5,703,575	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers.
Mesa	2017	2017	MES400-10-AD	Country Club at Brown Rd- Intersection Improvements	Design Intersection improvement	0.5	4	6	-	CMAQ	\$ 362,132	\$ -	\$ 155,364	\$ 517,495	CMAQ	\$ 362,132	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2018	2018	None	Country Club at Brown Rd- Intersection Improvements	Acquisition of right of way for intersection improvement	0.5	4	6	-	CMAQ	\$ 1,167,875	\$ -	\$ 500,981	\$ 1,668,856	CMAQ	\$ 1,167,875	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development
Mesa	2019	2019	None	Country Club at Brown Rd- Intersection Improvements	Construct Intersection improvement	0.5	4	6	-	CMAQ	\$ 2,499,715	\$ -	\$ 1,071,618	\$ 3,571,333	CMAQ	\$ 2,499,715	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2016	2016	None	Crismon Rd- Ray Rd to Germann Rd	Acquisition of right of way for roadway widening	3	0	6	-	STP-MAG	\$ 3,645,460	\$ -	\$ 1,566,591	\$ 5,212,051	STP-MAG	\$ 3,645,460	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2017	2017	None	Crismen Rd- Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	STP-MAG	-\$4,200,000	-\$	\$1,800,000	\$6,000,000	STP-MAG	\$4,200,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Crismen Rd- Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	Local	-\$	-\$	\$4,662,769	\$4,662,769	STP-MAG	\$3,263,938	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2016	None	Germann Rd- Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6	-	STP-MAG	-\$1,268,467	-\$	-\$544,054	\$1,812,521	STP-MAG	\$1,268,467	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Germann Rd- Ellsworth Rd to Signal Butte Rd	Acquisition of right of way for roadway widening	2	2	6	-	Local	-\$	-\$	\$5,263,687	\$5,263,687	STP-MAG	\$3,684,691	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Germann Rd- Ellsworth Rd to Signal Butte Rd	Construct roadway widening	2	2	6	-	Local	-\$	-\$	#####	#####	STP-MAG	\$7,842,165	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2021	None	Guadalupe Rd- Power Rd to Hawes Rd	Design roadway widening	2	4	6	-	Local	-\$	-\$	\$718,918	-\$718,918	STP-MAG	-\$502,961	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2021	None	Guadalupe Rd- Power Rd to Hawes Rd	Acquisition of right of way for roadway widening	2	4	6	-	Local	-\$	-\$	\$2,650,715	\$2,650,715	STP-MAG	\$1,855,925	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2022	None	Guadalupe Rd- Power Rd to Hawes Rd	Construct roadway widening	2	4	6	-	Local	-\$	-\$	\$3,164,897	\$3,164,897	STP-MAG	\$2,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2023	None	Guadalupe Rd- Power Rd to Hawes Rd	Construct roadway widening	2	4	6	-	Local	-\$	-\$	\$6,022,467	\$6,022,467	STP-MAG	\$4,215,428	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2016	2018	MES15-110DZ	Guadalupe Rd- Hawes Rd to Crismen Rd	Design roadway widening	2	4	6	-	Local	-\$	-\$	\$2,615,833	\$2,615,833	STP-MAG	\$1,831,083	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2019	None	Guadalupe Rd- Hawes Rd to Crismen Rd	Acquisition of right of way for roadway widening	2	4	6	-	Local	-\$	-\$	\$3,376,814	\$3,376,814	STP-MAG	\$2,363,770	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2019	None	Guadalupe Rd- Hawes Rd to Crismen Rd	Construct roadway widening	2	4	6	-	Local	-\$	-\$	\$6,752,166	-\$6,752,166	STP-MAG	-\$4,726,517	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2017	2018	None	Guadalupe Rd- Crismen to Meridian	Design roadway widening	2	4	6	-	Local	-\$	-\$	\$1,125,449	\$1,122,449	STP-MAG	-\$787,815	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2019	None	Guadalupe Rd- Crismon to Meridian	Acquisition of right of way for roadway widening	2	4	6	-	Local	-\$	-\$	-\$3,621,318	-\$3,621,318	STP-MAG	-\$2,534,922	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2019	2019	None	Guadalupe Rd- Crismon to Meridian	Construct roadway widening	2	4	6	-	STP-MAG	-\$4,235,374	-\$	-\$1,815,160	-\$6,050,535	STP-MAG	-\$4,235,374	Amend. Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Remaining improvements will be completed by adjacent property developers.
Mesa	2018	2020	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Design roadway widening	3	4	6	-	Local	-\$	-\$	-\$1,205,854	-\$1,205,854	CMAQ	-\$844,097	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2020	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Acquisition of right of way for roadway widening	3	4	6	-	Local	-\$	-\$	-\$3,872,798	-\$3,872,798	CMAQ	-\$2,710,959	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2020	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Construct roadway widening	3	4	6	-	Local	-\$	-\$	-\$3,590,424	-\$3,590,424	CMAQ	-\$2,513,297	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2021	None	Higley Rd Pkwy- Loop 202 to Brown Rd	Construct roadway widening	3	4	6	-	Local	-\$	-\$	-\$3,590,425	-\$3,590,425	CMAQ	-\$2,513,297	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy- Brown to US60	Design roadway widening	3.5	4	6	-	Local	-\$	-\$	-\$1,205,854	-\$1,205,854	STP-MAG	-\$843,968	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2021	None	Higley Rd Pkwy- Brown to US60	Acquisition of right of way for roadway widening	3.5	4	6	-	Local	-\$	-\$	-\$3,872,798	-\$3,872,798	STP-MAG	-\$2,710,959	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy- Brown to US60	Construct roadway widening	3.5	4	6	-	Local	-\$	-\$	-\$7,180,849	-\$7,180,849	STP-MAG	-\$5,026,594	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2018	2021	MES15-124DZ	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Design Intersection Improvement	0	4	6	-	Local	-\$	-\$	-\$4,018,422	-\$4,018,422	STP-MAG	-\$2,812,896	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2019	2022	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Acquisition of right of way for intersection improvement	0	4	6	-	Local	-\$	-\$	#####	#####	STP-MAG	-\$8,440,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2022	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Construct Intersection Improvement	0	4	6	-	Local	-\$	-\$	-\$7,142,857	-\$7,142,857	STP-MAG	-\$5,000,000	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2020	2023	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Construct Intersection Improvement	0	4	6	-	Local	-\$	-\$	-\$3,026,711	-\$3,026,711	STP-MAG	-\$2,118,698	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2020	2024	None	Higley Rd Pkwy- US 60 to SR 202L (RM) Grade Separations	Construct intersection improvement	0	4	6	-	Local	-\$	-\$	#####	#####	STP-MAG	-\$4,118,698	Amend: Delete line item from TIP and transfer regional reimbursement to the Gilbert Road light rail extension. Project is not feasible due to constructability issues and neighborhood impacts.
Mesa	2017	2017	None	McKellips Rd at Power	Design intersection improvement	0.5	4	6	-	CMAQ	-\$566,002	-\$	-\$242,572	-\$808,574	CMAQ	-\$566,002	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2018	2018	None	McKellips Rd at Power	Acquisition of right of way for intersection improvement	0.5	4	6	-	CMAQ	-\$802,965	-\$	-\$344,192	-\$1,147,157	CMAQ	-\$802,965	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2019	2019	None	McKellips Rd at Power	Construct intersection improvement	0.5	4	6	-	CMAQ	-\$2,024,417	-\$	-\$867,607	-\$2,892,025	CMAQ	-\$2,024,417	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2016	None	McKellips Rd at Val Vista Dr	Pre-Design intersection improvement	0.5	4	6	-	STP-MAG	-\$40,708	-\$	-\$75,257	-\$115,964	STP-MAG	-\$40,708	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	MES12-011DZ	McKellips Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	-	STP-MAG	-\$167,508	-\$	-\$71,832	-\$239,340	STP-MAG	-\$167,508	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2017	2017	None	McKellips Rd at Val Vista Dr	Acquisition of right of way for intersection improvement	0.5	4	6	-	STP-MAG	-\$235,623	-\$	-\$100,981	-\$336,604	STP-MAG	-\$235,623	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2018	2018	None	McKellips Rd at Val Vista Dr	Construct intersection improvement	0.5	4	6	-	STP-MAG	-\$2,466,935	-\$	-\$1,057,258	-\$3,524,193	STP-MAG	-\$2,466,935	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is substantially complete and remaining improvements will be completed by adjacent property developers
Mesa	2016	2017	None	Meridian Rd- Baseline Rd to Ray	Design roadway widening	4	0	6	-	Local	-\$	-\$	-\$1,206,591	-\$1,206,591	STP-MAG	-\$844,614	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2017	2017	None	Meridian Rd- Baseline Rd to Ray	Acquisition of right of way for roadway widening	4	0	6	-	STP-MAG	-\$5,063,952	-\$	-\$2,170,266	-\$7,234,218	STP-MAG	-\$5,063,952	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Mesa	2018	2018	None	Meridian Rd-Baseline Rd to Ray	Construct roadway widening	4	0	6	-	STP-MAG	-\$10,470,638	-\$	-\$4,487,416	#####	STP-MAG	#####	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2018	2019	None	Meridian Rd-Ray Rd to Germann Rd	Design roadway widening	3	0	6	-	Local	-\$	-\$	-\$1,808,095	-\$1,808,095	STP-MAG	-\$1,265,667	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Meridian Rd-Ray Rd to Germann Rd	Acquisition of right of way for roadway widening	3	0	6	-	STP-MAG	-\$3,797,884	-\$	-\$1,627,665	-\$5,425,549	STP-MAG	-\$3,797,884	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2020	None	Meridian Rd-Ray Rd to Germann Rd	Construct roadway widening	3	0	6	-	STP-MAG	-\$7,657,578	-\$	-\$2,281,819	#####	STP-MAG	-\$7,657,578	Amend: Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Design roadway widening	2	0	4	-	Local	-\$	-\$	-\$538,488	-\$538,488	STP-MAG	-\$376,942	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2019	2020	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Acquisition of right of way for roadway widening	2	0	4	-	Local	-\$	-\$	-\$1,997,934	-\$1,997,934	STP-MAG	-\$1,398,231	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Mesa	2020	2021	None	Thomas Rd- Gilbert Rd to Val Vista Dr	Construct roadway widening	2	0	4	-	Local	-\$	-\$	-\$5,633,161	-\$5,633,161	STP-MAG	-\$2,970,765	Amend. Delete line item from TIP and transfer funding to the Gilbert Road light rail extension. Project is not needed in the planned time horizon due to a change in the rate and pattern of development.
Valley Metro Rail	2016	2019	VMR16-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	#####	#####	STP-MAG	#####	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2016	2019	VMR19-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$4,524,132	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2016	2020	VMR20-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	STP-MAG	\$7,416,470	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2017	2020	VMR17-490	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$8,411,000	\$8,411,000	STP-MAG	\$5,814,164	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	2017	2020	VMR17-490R	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Construction	1.9	0	0	140-10	Local	\$ -	\$ -	\$ -	\$ -	CMAQ	\$2,117,409	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.

Agency	Work Year	Reimb. Year	TIPIDN	Location	Work	Miles	Lanes Before	Lanes After	ALI	Funding	Federal	Regional	Local	Total	Reimb Fund Type	Reimb. Amount	Note
Valley Metro Rail	2017	2020	VMR17-491	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Testing and Start-up	1.9	0	0	140-30	Local	\$ -	\$ -	\$ 1,391,000	\$ 1,391,000	CMAQ	\$ 1,311,713	Amend: Modified reimbursement listing in the ALCP. Funding transferred from Mesa ALCP major amendment project deletions to LRT.
Valley Metro Rail	-	2020	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,639,231	\$ -	\$ -	\$ 2,639,231	CMAQ	\$ 2,639,231	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 11,697,474	\$ -	\$ -	#####	STP-MAG	#####	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2021	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (CMAQ)	1.9	0	0	-	CMAQ	\$ 2,513,297	\$ -	\$ -	\$ 2,513,297	CMAQ	\$ 2,513,297	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2022	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 20,682,022	\$ -	\$ -	#####	STP-MAG	#####	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2023	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 6,334,126	\$ -	\$ -	\$ 6,334,126	STP-MAG	\$ 6,334,126	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.
Valley Metro Rail	-	2024	SAV	Mesa Main Street: Mesa Dr to Gilbert Rd	Gilbert Road Light Rail Extension - Project Savings (STP-MAG)	1.9	0	0	-	STP-MAG	\$ 4,118,698	\$ -	\$ -	\$ 4,118,698	STP-MAG	\$ 4,118,698	Amend: New Project Savings line item in the ALCP. Funding transferred from Mesa ALCP project deletions and will be programmed once LRT project costs have been updated.