

April 15, 2010

TO: Members of the Transportation Policy Committee

FROM: Mayor Marie Lopez Rogers, Avondale, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.
Wednesday, April 21, 2010
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 Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
April 21, 2010**

	<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 March 24, 2010, Meeting Minutes</u>	4A. Review and approval of the March 24, 2010, meeting minutes.
*4B. <u>Project Changes - Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program</u> The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan	4B. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2010 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan - 2007 Update.

(RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was most recently modified on March 10, 2010. Since that time, there have been requests from member agencies to modify projects in the programs. To move forward with project implementation, a number of changes to the FY 2008-2012 TIP are being requested, affecting highway projects, bicycle/pedestrian projects, arterial street projects, and transit projects. The proposed project changes include amendments and administrative modifications to FY 2008-2012 TIP for highway projects (Table A), amendments and administrative modifications to FY 2008-2012 TIP and FY 2010 ALCP for arterial street projects (Table B), amendments and administrative modifications to FY 2008-2012 TIP for transit projects (Table C), and administrative modifications to the FY 2010 ALCP (Table D). The Transportation Review Committee recommended approval of the amendments and administrative modifications to the TIP and/or ALCP as presented in Tables A through D. Table E includes a listing of projects proposed for the reallocation of ARRA project bid savings. Table E was developed after the Transportation Review Committee action and is based on information received from MAG member agencies. The MAG Management Committee recommended approval of the amendments and administrative modifications to the TIP and/or ALCP as presented in Tables A through E. Please refer to the enclosed material.

*4C. Arterial Life Cycle Program Status Report

A Status Report on the Arterial Life Cycle Program (ALCP) for the period between October 2009 and March 2010 addresses ALCP project work, the remaining Fiscal Year 2010 ALCP schedule, program deadlines, revenues, and finances. Please refer to the enclosed material.

4C. Information and discussion.

*4D. American Recovery and Reinvestment Act (ARRA) Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region details the status of project development. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. Please refer to the enclosed material.

*4E. Programming of Bid Savings of Local MPO American Recovery and Reinvestment Act (ARRA) Funds - Technical Amendment

Through the MAG committee process, discussions have been held regarding the anticipated bid savings on obligated Local Metropolitan Planning Organization American Recovery and Reinvestment Act (ARRA) funded projects due to lower project costs. On January 27, 2010, the MAG Regional Council approved the guidelines for programming unobligated ARRA Local funds. The guidelines allow local agencies with the ARRA project bid savings to have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT -STP funds and move the project savings to an eligible project that is above \$200,000 and can obligate before September 30, 2010, including new projects. In addition, the guidelines stipulated that any jurisdiction that cannot meet the \$200,000 threshold and obligation deadline of September 30, 2010 would return the project savings to the regional pool for reallocation. Since the approval of the guidelines, the Arizona Department of Transportation notified MAG that all Local ARRA funds must obligate by August 15, 2010. The MAG Transportation Review Committee and the MAG Management Committee recommended approval of an amendment to the guidelines for programming unobligated ARRA Local funds as stated in the attached memorandum. Please refer to the enclosed material.

4D. Information and discussion.

4E. Recommend approval of an amendment to the guidelines for programming unobligated ARRA Local funds as stated in the attached memorandum.

*4F. Transit Allocation Methodology for Proposed Federal Economic Stimulus Legislation - Potential Changes Due to Loss of Local Transportation Assistance Funds

The methodology by which to allocate any transit funds from a potential second round of stimulus funding has been on the agenda for information, discussion and action during MAG committee meetings. In February 2010, the Transit Committee and Transportation Review Committee recommended approval that any transit funds from a second stimulus bill that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate. At the Management Committee meeting on March 10, 2010, it was recommended that given that Local Transportation Assistance Funds (LTAF) would no longer be available to member agencies, this agenda item should go back through the committee process for discussion of any changes, if necessary, to the recommendations in light of the loss of the LTAF. The MAG Transportation Review Committee and the MAG Management Committee reaffirmed the use of ARRA II they had previously recommended for approval. Please refer to the enclosed material.

4F. Recommend approval that transit funds that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate.

ITEMS PROPOSED TO BE HEARD

5A. FY 2010 MAG Mid-Phase Public Input Opportunity

MAG has conducted a public involvement process on transportation plans and programs in February and March for the Mid-Phase public input opportunity. Included in this process were a variety of special events, small group presentations, and e-mail, telephone and Web site correspondence. The process also included a transportation public hearing hosted by MAG in cooperation with the Arizona Department of Transportation, Citizen's Transportation Oversight

5A. Information and discussion.

Committee, Valley Metro, METRO and the City of Phoenix Public Transit Department. Agenda items included the draft project listing for the FY 2011-2015 MAG Transportation Improvement Program; the Draft Regional Transportation Plan - 2010 Update; the MAG Regional Transit Update; and the City of Phoenix Public Transit Department Job Access/Reverse Commute New Freedom Grant Update. A court reporter was in attendance to record public comments verbatim. All comments made at the hearing were provided a formal response from staff. The responses to comments are included in the attached Mid-Phase Public Input Opportunity Report. Please refer to the enclosed material.

5B. Approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an Air Quality Conformity Analysis

The 1990 Federal Clean Air Act Amendments require that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects needs to be conducted prior to consideration of the program for final approval. The draft TIP contains all regionally significant projects within the region, regardless of funding source. All MAG member agencies have been consulted regarding projects incorporated into the draft document, including locally and privately funded projects. The MAG Transportation Review Committee and the MAG Management Committee recommended approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an air quality conformity analysis. Please refer to the enclosed material.

5C. Approval of the Draft MAG Regional Transportation Plan - 2010 Update for an Air Quality Conformity Analysis

The 1990 Federal Clean Air Act Amendments require that regional transportation plans and

5B. Recommend approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an air quality conformity analysis.

5C. Recommend approval of the Draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity analysis.

programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft MAG Regional Transportation Plan (RTP) - 2010 Update needs to be conducted prior to consideration of the plan for final approval. The Draft RTP - 2010 Update extends through FY 2031 and includes regional plans for freeways/highways, arterial streets, and public transit, as well as information on plans for other transportation programs in the region. A full copy of the Draft RTP - 2010 Update may be downloaded from the MAG Web site at <http://www.mag.maricopa.gov/project.cms?item=411>. The MAG Transportation Review Committee and the MAG Management Committee recommended approval of the Draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity analysis. Please refer to the enclosed material.

6. Public Private Partnership Program

A new law governing the use of public private partnerships (PPP) for transportation projects was enacted last year. The law may provide an opportunity to construct needed transportation projects in light of decline in many revenue sources. The Arizona Department of Transportation (ADOT) is the lead agency to implement the new law and to develop policies and procedures to solicit, evaluate and implement PPP projects. Representatives of ADOT will provide an overview of the provisions of the bill and the progress that ADOT has made to establish the necessary policies and procedures of the program. Possible application of the PPP program in the MAG area will also be included in the discussion.

7. Interstate I I Proposal Update

The MAG Regional Council accepted the findings of the Interstate 10-Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10-Hidden Valley Transportation Framework Study in February 2008 and September 2009, respectively. These studies included the 152-mile

6. Information and discussion.

7. Information and discussion.

Hassayampa Freeway as an illustrative (unfunded) project. This freeway is now being discussed as part of a greater Interstate 11 corridor designation that reaches to Las Vegas, and potentially destinations farther north into the Pacific Northwest. A presentation will be made to the committee about the status of this proposal and its potential influence on the MAG region. Please refer to the enclosed material.

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.

11. Adjournment

8. Information, discussion, and possible action.

9. Information and discussion.

10. Information.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

March 24, 2010
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|--|--|
| Mayor Marie Lopez Rogers, Avondale,
Chair | Councilmember Dick Esser, Cave Creek |
| # Mayor Scott Smith, Mesa, Vice Chair | * Mark Killian, The Killian Company/Sunny
Mesa, Inc. |
| # Vice Mayor Ron Aames, Peoria | * Mayor Jim Lane, Scottsdale |
| # Kent Andrews, Salt River Pima-Maricopa
Indian Community | Councilmember Les Presmyk, Gilbert |
| * Stephen Beard, HDR Engineering Inc. | * Mayor Jackie Meck, Buckeye |
| * Dave Berry, Swift Transportation | Councilwoman Peggy Neely, Phoenix |
| Jed Billings, FNF Construction | * David Scholl |
| Mayor James Cavanaugh, Goodyear | * Mayor Elaine Scruggs, Glendale |
| # Mayor Boyd Dunn, Chandler | Mayor Lyn Truitt, Surprise |
| Vice Mayor Shana Ellis, Tempe | Supervisor Max W. Wilson, Maricopa County |
| | Victor Flores, State Transportation Board |
| | # F. Rockne Arnett, Citizens Transportation
Oversight Committee |

- * 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 Marie Lopez Rogers at 4:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. Chair Rogers noted that Vice Chair Smith, Mayor Boyd Dunn, Vice Mayor Ron Aames, Kent Andrews, and Roc Arnett were participating in the meeting by telephone.

Chair Rogers introduced two new members to the Committee: Tempe Vice Mayor Shana Ellis and Gilbert Councilmember Les Presmyk.

Chair Rogers noted that the March 23, 2010, version of the American Recovery and Reinvestment Act (ARRA) Monthly Status Report (agenda item #4C) and a chart showing the status of legislation of interest to the MAG region (agenda item #7) were at each place.

3. Call to the Audience

Chair Rogers 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. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Rogers noted that no public comment cards had been turned in.

4. Approval of Consent Agenda

Chair Rogers stated that agenda items #4A, #4B, and #4C were on the consent agenda. She stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Rogers asked members if they would like to remove any of the consent agenda items or have a presentation. None were noted. Councilmember Presmyk moved to recommend approval of consent agenda items #4A, #4B, and #4C. Councilman Esser seconded, and the motion carried unanimously.

4A. Approval of the January 20, 2010, Meeting Minutes

The Transportation Policy Committee, by consent, approved the January 20, 2010, meeting minutes.

4B. Project Additions, Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of project additions, amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. The FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Requests have been received from the Arizona Department of Transportation and the Town of Buckeye to add new highway right-of-way projects and modify project costs and descriptions in the program. The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. The MAG Transportation Review Committee and the MAG Management Committee recommended approval of the additions, amendments and administrative modifications.

4C. American Recovery and Reinvestment Act (ARRA) Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region covers the status of project development. It reports on highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. An update is also provided on the Jobs for Main Street bill being considered by the U.S. Congress. This item was on the agenda for information and discussion.

5. Financial Planning and Fiscal Constraint Requirements for Federal Transportation Funding and Status of Federal Funds Rescission at the Arizona Department of Transportation

Dennis Smith, MAG Executive Director, stated that reports had been given in the past regarding the financial situation at ADOT, the rescissions at the federal level, and the status of MAG's carryforward funds.

Eric Anderson, MAG Transportation Director, reported on the Proposition 400 sales tax revenue. He stated that the February 2010 collection had decreased again this month, but at a less negative rate than had been occurring. He noted that the sales tax revenue was seven percent less in February 2010 than in February 2009, which is a trend that has continued for about 30 straight months. Mr. Anderson remarked that he thought the revenue for FY 2010 will be similar to that of FY 2004: six years of sales tax growth peeled off. He noted that the annual sales tax revenue was about \$390 million at its peak and he thought that this year it would be less than \$300 million. Mr. Anderson stated that there was 25 percent less revenue in February 2010 than in February 2007, but the good news is that the highway, arterial and transit programs have been adjusted appropriately, although just some minor adjustments might be needed.

Mr. Anderson explained that federal transportation planning regulations require that the MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) must be fiscally constrained, which means that MAG must identify adequate funding sources for all of the projects contained in the TIP and RTP. He stated that during the November federal Certification process of the MAG program, the Federal Transit Administration and the Federal Highway Administration expressed concern for the fiscal constraint element and wanted better documentation that sufficient financial resources are available at the regional or local level to operate the service. Mr. Anderson stated that MAG is developing a report that shows the financial assumptions and projections. He advised that part of that report will include sources of local revenue for transportation projects. Mr. Anderson noted that he had reported to the Management Committee that MAG will be requesting financial information from member agencies in order to develop the report.

Mr. Anderson stated that MAG has been dealing with issues relevant to federal transportation funds that have been resolved in the last couple of months. He stated that the first issue was the rescission of apportionment by Congress. Mr. Anderson explained that rescission is where Congress provides money to states but then takes back the unobligated funds, which last year

totalled about \$11 billion nationwide. He reported to the TPC that ADOT had to comply with the rescission in September and this zeroed out a significant amount of federal funds that MAG had carried over for a couple of years through an arrangement with ADOT. Mr. Anderson explained that in order to not lose federal funds, MAG would lend the federal funds that could not be obligated to ADOT and would get them back the following federal fiscal year. He stated that it took ADOT a while to figure out these accounts because it is a very complex accounting system.

Mr. Anderson stated that another issue was the federal transportation authorization, SAFETEA-LU, which expired in September 2009. He explained that Congress has passed a number of resolutions to continue the program, and the most recent resolution extends it to the end of 2010. Mr. Anderson explained that most likely through an oversight, the prior continuing resolutions contained rescission language that was carried over from FY 2009 to FY 2010 and resulted in 28 percent less in transportation funding. Mr. Anderson stated that with the latest continuation, the rescission was repealed.

Mr. Anderson stated that the third issue was that MAG had last received a bank statement (ledger) from ADOT in October 2008 on the status of its federal funds.

Mr. Anderson reported that these three issues have been resolved: Congress has passed a resolution to continue the transportation legislation until the end of the year, the rescission language was repealed, and ADOT provided ledgers the end of February 2010. He stated that the ledgers that showed the MAG carryover balance of approximately \$48 million. Mr. Anderson commented that a small amount of federal funds might have been lost through some of the rescissions, but that he felt MAG's federal funds were mostly intact and the arterial and highway program was in good shape and could move forward.

Chair Rogers thanked Mr. Anderson for his report and expressed her relief that the situation had improved. She asked members if they had questions. None were noted.

6. Regional Transit Framework Study

Mr. Smith stated that for the past few months, MAG staff have been working with member agencies and holding public meetings to develop scenarios for the future in the Regional Transit Framework Study.

Kevin Wallace, MAG Transit Planning Project Manager, provided a report on the Regional Transit Framework. He said that the intent of the framework is to identify transit needs beyond the current 20-year Regional Transportation Plan (RTP), to conduct a "market based" evaluation of needs with transit and non-transit users, and provide a technical framework for future policy discussions.

Mr. Wallace displayed a chart of peer regions' 2006 annual operating investments per capita, and he noted that the MAG region, at \$71.10 investment per capita, was at the bottom of the peer region average of \$129.87 per capita investment.

Mr. Wallace then described the three draft scenarios developed in the Framework and commented that the study did not recommend a scenario. He stated that the Basic Mobility (Scenario I) is the lowest level of investment and continues the basic investment level to 2030; the Enhanced Mobility (Scenario II) is a moderate investment level that is comparable to peer regions; and the Transit Choice (Scenario III) is a higher level of investment – similar to the Seattle region that has the highest level. Mr. Wallace noted that the Enhanced Mobility Scenario could address existing deficiencies and the Transit Choice Scenario could address future deficiencies.

Mr. Wallace then pointed out the estimated expenditures for each scenario in addition to the RTP Base Scenario of \$14 billion (in 2008 dollars): Scenario I, \$2.05 billion, Scenario II, \$11.05 billion; and Scenario III, \$21.5 billion. He commented that if the MAG region made transit investments not only would it not catch up to its peer regions it would also be comparable in 2030 to where the peer regions were in 2006. Mr. Wallace advised soon after the peer review panel reported to the Transportation Policy Committee in 2008, the voters in Seattle passed another half cent tax for transit.

Mr. Wallace reviewed the conclusions of the study. He said that significant progress has been made, particularly in the last five to ten years, to develop transit in the MAG region, such as the opening of light rail and the success of the Link system. Mr. Wallace stated that most of MAG's peers are investing more than our region in their regional transit systems, and this investment is a part of their overall transportation and economic development strategy. He stated that public interest in transit is high, in particular, light rail, and through a statistically valid survey, even non-users have interest in light rail and see the need for public transit. Mr. Wallace stated that there is significant agency interest in additional work to strengthen the land use/transit connection. He said that more work needs to be done for performance/market based planning – how we view and plan for transit. Mr. Wallace noted that the peer review panel observed that the MAG transit system is a collection of routes versus a true regional transit system, and service is not integrated as optimally as it could be.

Mr. Wallace stated that this study is a framework only and they anticipate that the Transportation Policy Committee would provide policy direction on key questions, such as which scenario could be pursued. He said that the Transit Committee would provide technical direction for implementation of any of the findings of the study. He advised that funding would be a big issue that would need to be addressed because all of the scenarios would require new funding.

Mr. Wallace displayed the three part motion onscreen and stated that it was recommended for approval by the Management Committee: Recommend acceptance of the findings of the Regional Transit Framework as the public transportation framework for the MAG region; acceptance of the enclosed Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan; and recommend consideration of future planning actions identified in the study through the MAG Unified Planning Work Program process.

Mr. Wallace displayed a map of the illustrative corridors, which is essentially Scenario III. He noted that these are all the corridors they see as potential investments in transit, and does not set

any priority in the RTP. He displayed a list of future planning actions for the implementation of study findings and commented that a number of studies would need to be done. Mr. Wallace pointed out that a regional transit foundation, working with the Transit Committee and the Transportation Policy Committee, would provide direction.

Chair Rogers thanked Mr. Wallace for his report. She remarked that she was glad to see the land use connection was being strengthened. Chair Rogers stated that this will be a critical element as they update their general plan. She added that she hoped the population changes derived from the 2010 Census would be reflected because the densities could change from those in the 2000 Census. Chair Rogers commented on the adage that “once on the map, it stays on the map.” She said that the City of Avondale looked forward to having a stop in Avondale shown on the map.

Vice Mayor Aames asked for clarification that “illustrative” means there could be changes to the map. Mr. Wallace replied that was correct. He added that this map sets a guideline for what could be implemented in the future, and as the Regional Transportation Plan is updated over time the map could change.

Vice Mayor Aames asked if the green line that indicated high capacity peak service could change over time. Mr. Wallace replied yes, and said that two service types that are linked to that green line would potentially be commuter rail or bus rapid transit. He explained that typically, commuter rail might operate only at peak hours at the beginning and as the system matures, could move toward full day service.

Chair Rogers commented that it is a positive move going forward to have united plans instead of independent units.

Vice Mayor Aames moved to recommend acceptance of the findings of the Regional Transit Framework as the public transportation framework for the MAG region; acceptance of the enclosed Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan; and recommend consideration of future planning actions identified in the study through the MAG Unified Planning Work Program process. Mayor Truitt seconded, and the motion passed unanimously.

7. Legislative Update

Patty Camacho, MAG Senior Policy Planner, provided an update on legislative issues of interest. She first reported on the Federal side by saying that on March 4, 2010, the House of Representatives amended the Senate version of HR 2847, the Hiring Incentives to Restore Employment (HIRE) Act and sent it back to the Senate, where it was accepted. Ms. Camacho noted that the President signed the bill on March 18th.

Ms. Camacho explained that the HIRE Act includes an extension of surface transportation programs through December 31, 2010 and tax incentives for job creation, however, it does not provide additional funding for transportation infrastructure. She noted that as Mr. Anderson

mentioned, the FY 2010 FHWA funding in the Surface Transportation Program includes the FY 2009 funding level without the FY 2009 rescission language. Ms. Camacho stated that funding for the first quarter of FY 2011 will be at one-quarter of that level. She further explained that the HIRE Act continues the same requirements, authorities, conditions, eligibilities, etc., that were in effect in FY 2009. Ms. Camacho noted that funds that would otherwise have been made available to a state for earmarks under the Maglev, High Priority Projects, Transportation Improvements, the Bridge Setaside, Projects of National and Regional Significance, and the National Corridor Infrastructure Improvement Programs will instead be spread proportionately among that state's apportionments.

Ms. Camacho stated that the Act extends the authority to make expenditures from the Highway Trust Fund through December 31, 2010. and also provides additional revenues to the Highway Trust Fund by restoring interest it stopped earning on its balances after FY 1998, transfers \$14.7 billion to the Highway Account and \$4.8 billion to the Mass Transit Account from the General Fund, and refunds the credits of fuel taxes paid on fuel used for exempt purposes by the General Fund instead of the Highway Trust Fund. Ms. Camacho commented that these measures are intended to support the Highway Trust Fund at current expenditure levels. She said that the HIRE Act will restore \$8.708 billion in contract authority rescinded by section 10212 of SAFETEA-LU. Ms. Camacho stated that the HIRE Act extends the availability of Build America Bonds and includes payroll tax relief for businesses that hire new workers.

Chair Rogers thanked Ms. Camacho for her report and asked members if they had questions.

Councilwoman Neely noted that Ms. Camacho had reported that earmarks are not included in the programs. She asked if new systems coming online need to be in the TIP to not be considered an earmark, and also if we are looking at not advancing new projects such as light rail. Mr. Anderson replied that staff is not sure yet how this will be handled. He indicated he thought that the 5309 discretionary funds, which are usually earmarked for programs such as rail, would continue. Mr. Anderson commented that the programs Ms. Camacho mentioned are high priority projects that started out to be competitive grant programs and Congress quickly decided to select and earmark those projects. He explained that there three or four programs like that and the funds are being taken out and distributed to states. Mr. Anderson remarked that he did not think this will affect the bus and rail discretionary funds, but he would need to research that.

Councilwoman Neely stated that California and Nevada had high profile projects they were looking to move forward with Senator Reid. She asked if those projects are out of the budget. Mr. Anderson replied that he was not sure yet. He said that earmarks are subject to a lot of debate in Congress and there has been a move against private sector earmarks. Mr. Anderson stated that these three to four programs earmarked by Congress are separate programs that have been reversed also.

Mr. Smith commented that staff had heard that I-11 may come up as a designated interstate system, not an earmarked system.

Councilwoman Neely asked for clarification that the Surface Transportation Program would return funding to the FY 2009 level without the FY2009 rescission language. Ms. Camacho replied yes, that was what she understood, but she also understood that it would not provide additional funding for transportation infrastructure beyond the FY 2009 level.

Mr. Anderson added that we will have full funding: the FY 2010 funding will be at the FY 2009 level.

Mayor Cavanaugh asked if the funds identified for rescission had been restored. Mr. Anderson replied that the funds rescinded in FY 2009 are gone, however, the rescission language that affected FY 2009 funding was repealed for FY 2010 funding. He advised that if the rescission language had not been repealed, there would have been 28 percent less funding.

8. Request for Future Agenda Items

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

No requests were noted.

9. 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.

No comments from the Committee were noted.

10. Adjournment

Councilmember Presmyk moved, Mayor Truitt seconded, and the motion passed unanimously to adjourn the meeting at 4:40 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2010

SUBJECT:

Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2010 Arterial Life Cycle Program

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2010 Arterial Life Cycle Program (ALCP) was most recently modified on March 10, 2010. Since that time, there have been requests from member agencies to modify projects in the programs.

To move forward with project implementation, a number of changes to the FY 2008-2012 TIP are being requested, affecting highway projects, bicycle/pedestrian projects, arterial street projects, and transit projects. The proposed project changes include amendments and administrative modifications to FY 2008-2012 TIP for highway projects (Table A), amendments and administrative modifications to FY 2008-2012 TIP and FY 2010 ALCP for arterial street projects (Table B), amendments and administrative modifications to FY 2008-2012 TIP for transit projects (Table C), and administrative modifications to the FY 2010 ALCP (Table D). The Transportation Review Committee recommended approval of the amendments and administrative modifications to the TIP and/or ALCP as presented in Tables A through D. Table E includes a listing of projects proposed for the reallocation of ARRA project bid savings. Table E was developed after the Transportation Review Committee action and is based on information received from MAG member agencies.

Table A includes project additions and changes requested by the Arizona Department of Transportation (ADOT) for I-10, I-17, Loop 303, SR-85, and Loop 101, and a change requested by the City of Mesa for a bicycle/pedestrian project on Dobson Road. Table C includes transit project additions and changes for fiscal years 2009 and 2010, which are required to reconcile federal transit funding and establish a zero balance of unprogrammed transit funds in the approved TIP.

Table B includes funding modifications for two projects that are in both the FY 2008-2012 TIP and FY 2010 ALCP. The projects include intersection improvements to Chandler Blvd. at Dobson Rd. and arterial capacity improvements to Lake Pleasant Parkway. Table B also includes project two project additions for the City of Peoria to be funded with project savings from two completed projects in the approved ALCP. Table D lists funding modifications solely to the FY 2010 ALCP. These fund modifications listed in Tables B and D follow the guidance established in the ALCP Policies and Procedures and do not negatively impact ALCP reimbursements in FY 2010, nor increase or decrease overall committed regional reimbursement amounts.

Table E includes a listing of projects proposed for the reallocation of ARRA project bid savings. Project eligibility is contingent on the ability to obligate in Federal Fiscal Year (FFY) 2010. Before a project can obligate, the project must be listed in approved TIP and be assigned a TRACS number

by the Arizona Department of Transportation (ADOT) to initiate the federal review process. The total cost for the projects are noted under "Requested Change" and will be updated in an approved TIP contingent on the availability of federal funds.

The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. The projects to be added or amended have been categorized as exempt from conformity determinations, and the administrative modifications include minor revisions that do not require a conformity determination. The proposed additions, amendments and administrative modifications to the FY 2008-2012 TIP and FY 2010 are listed in the enclosed Tables.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP/ALCP 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. For ALCP projects, the funding modifications requests follow the guidance established in the ALCP Policies and Procedures and do not negatively impact ALCP reimbursements in FY 2010, nor increase or decrease overall committed regional reimbursement amounts.

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

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2010 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan - 2007 Update.

PRIOR COMMITTEE ACTIONS:

On April 14, 2010, the Management Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2010 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan - 2007 Update.

MEMBERS ATTENDING

Patrice Kraus for Mark Pentz, Chandler
Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Charlie McClendon, Avondale
Scott Lowe for Stephen Cleveland,
Buckeye
* Gary Neiss, Carefree
Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation

Julie Ghetti for Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Michelle Gramley for Collin DeWitt, Gilbert
Brent Stoddard for Ed Beasley, Glendale
Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
David Cavazos, Phoenix

- # John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dave Richert, Scottsdale
- Michael Celaya for Mark Corona, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson

- Gary Edwards, Wickenburg
- Lloyce Robinson, Youngtown
- Robert Samour for John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa County
- David Boggs, Valley Metro/RPTA

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

Transportation Review Committee: On March 29, 2010, the Transportation Review Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, the FY 2010 Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Kwi-Kang Sung for Floyd Roehrich
- * Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer for Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres

- Litchfield Park: Paul Ward for Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- Paradise Valley: Bill Mead
- Phoenix: Wylie Bearup for Ed Zuercher
- * Queen Creek: Troy White
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Bob Beckley for vacant
- Tempe: Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

- * Not present

CONTACT PERSON:

Christina Hopes, Transportation Planner II, (602) 254-6300.

TABLE A. Amendments and Administrative Modifications to the MAG FY2008-2012 Transportation Improvement Program (TIP)

Highway Projects												
TIP ID	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT10-852	ADOT	17: Little Squaw Creek Bridge SB	Bridge replacement	2010	---	BR	\$ 285,000	\$ -	\$ 4,715,000	\$ -	\$ 5,000,000	Amend: Add a new bridge replacement project in FY 2010 for \$5,000,000. FY10 federal ADOT closeout funds will be used.
DOT10-853	ADOT	MAG regionwide	Breakaway Cable Terminal Replacement	2010	---	STP-AZ	\$ 114,000	\$ -	\$ 1,886,000	\$ -	\$ 2,000,000	Amend: Add a new breakaway cable terminal replacement project in FY 2010 for \$2,000,000. FY10 federal ADOT closeout funds will be used.
DOT12-848R	ADOT	303 (Estrella Fwy): US60 - Happy Valley Parkway	Prepare DCR and Environmental documentation	2010	6	---	\$ -	\$ -	\$ -	\$ -	\$ -	Amend: Add a DCR/CE study project in FY 2010 in order to acquire TIP number and finalize study.
DOT10-901	ADOT	85: Komatke Road to Buckeye Hills Rec Road	Pavement Preservation	2010	1.6	NHS	\$ 16,815	\$ -	\$ 278,185	\$ -	\$ 295,000	Amend: Add a new pavement preservation project in FY 2010 for \$295,000.
DOT10-902	ADOT	101 (Pima Fwy): 90th Street - Via De Ventura	Erosion Control	2010	1	NHS	\$ 14,421	\$ -	\$ 238,579	\$ -	\$ 253,000	Amend: Add a new erosion control project in FY 2010 for \$253,000.
DOT11-919	ADOT	10: Sarival Ave to 107th Ave	Landscape Construction	2011	7.7	STP-TEA	\$ 376,200	\$ -	\$ 6,223,800	\$ 400,000	\$ 7,000,000	Amend: Increase budget by \$2,000,000. Proposed new funding sources: \$6.3 M from Federal 2010 Transportation Enhancement closeout Fund; \$0.3 M from Projects of Opportunities; 0.4 M from RARF. Change project name from "Sarival Ave - Dysart Rd" to "Sarival Ave - 107th Ave".
DOT10-6C37	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2010)	2010	5	RARF	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	Amend: Deleted project from the TIP. Funding will be shifted to DOT10-852
DOT09-6C11	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2009)	2009	5	RARF	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	Amend: Deleted project from the TIP. Funding will be shifted to DOT10-852
DOT10-852	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	HPAN Interest Repayment - City of Mesa	2010	5	RARF	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	Amend: Add project to the TIP.
DOT11-827	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	HPAN Interest Repayment - City of Mesa	2011	5	RARF	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	Amend: Change project work description from "Protect right of way (FY 2011)" to "HPAN Interest Repayment -
DOT11-845	ADOT	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	HPAN Interest Repayment - City of Mesa	2012	5	RARF	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	Amend: Change project work description from "Protect right of way (FY 2012)" to "HPAN Interest Repayment -
MES08-603	Mesa	Dobson Road Bicycle and Pedestrian Route Improvements (Broadway Road to Main Street)	Design and construct a bicycle and pedestrian route along both sides of Dobson Rd, including: bicycle route, enhanced pedestrian walkway, seat walls, landscaping and striping.	2010	---	CMAQ	\$ 388,961	\$ -	\$ 1,082,739	\$ -	\$ 1,471,700	Amend: (1) Change location from "Longmore: Broadway Rd to Main St (EVIT)" to Dobson Road Bicycle and Pedestrian Route Improvements (Broadway Road to Main Street) and (2) revise project description.

TABLE B. Amendments and Administrative Modifications to the MAG FY2008-2012 TIP and FY10 ALCP

Arterial Street Projects												
TIP ID	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
PEO10-004DZ	Peoria	75th Avenue at Thunderbird Rd: Intersection Improvement	Design intersection improvement project	2010	0	STP-MAG	\$ 195,000	\$ -	\$ 455,000	\$ -	\$ 650,000	Amend: Add new project. Funding is through the ALCP from project savings from another Peoria project. Project budgets and life cycle expenditures are balanced.
PEO10-003DZ	Peoria	83rd Avenue: Butler Rd to Mountain View	Design roadway widening	2010	0	STP-MAG	\$ 366,000	\$ -	\$ 434,000	\$ -	\$ 800,000	Amend: Add new project. Funding is through the ALCP from project savings from another Peoria project. Project budgets and life cycle expenditures are balanced.
CHN10-002RWZ	Chandler	Chandler Blvd at Dobson Rd	Acquisition of right-of-way for intersection improvement	2010	0.25	RARF	\$ 434,295	\$ -	\$ -	\$ 1,013,355	\$ 1,447,650	Amend: Increased total cost by \$373,969, regional cost by \$261,778, and local cost by \$112,191. Increased regional costs reallocated from construction work phase.
CHN120-07C	Chandler	Chandler Blvd at Dobson Rd	Construct intersection improvement	2010	0.25	RARF	\$ 3,845,698	\$ -	\$ -	\$ 2,025,508	\$ 5,871,206	Admin Mod: Decreased regional cost by \$261,778. Reallocated regional funds to aquisition of right-of-way.
PEO10-805	Peoria	Lake Pleasant Parkway: Dynamite to CAP	Design New Four Lane Arterial Roadway	2010	5	STP-MAG	\$ 1,065,000	\$ -	\$ 2,485,000	\$ -	\$ 3,550,000	Admin Mod: Decreased total cost by \$1,233,218, federal cost by \$215,000, and local cost by \$1,018,218.
PEO10-806	Peoria	Lake Pleasant Parkway: Dynamite to CAP	Right of way acquisition	2011	5	STP-MAG	\$ 7,052,823	\$ -	\$ 2,634,127	\$ -	\$ 9,686,950	Amend: Deferred work phase from FY 2010 to FY 2011.
PEO10-807	Peoria	Lake Pleasant Parkway: Dynamite to CAP	Pre-Design New Four Lane Arterial Roadway	2010	5	STP-MAG	\$ 405,000	\$ -	\$ 945,000	\$ -	\$ 1,350,000	Amend: Add new work phase. Funding is through the ALCP from project savings from another Peoria project. Project budgets and life cycle expenditures are balanced.

TABLE C. Amendments and Administrative Modifications to the MAG FY2008-2012 Transportation Improvement Program (TIP)

Transit Projects (5307)

TIP #	Agency	Location	Work Description	Fiscal Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	MAG Programming Comment
GLN09-606T	Glendale	Regionwide	Preventive Maintenance	2009	5307	\$ 117,752	\$ -	\$ 29,438	\$ 147,190	Currently in TIP for 2009 with 5307 funding ¹
PEO09-602T	Peoria	Regionwide	Preventive Maintenance	2009	5307	\$ 39,732	\$ -	\$ 9,933	\$ 49,665	Currently in TIP for 2009 with 5307 funding ¹
PHX10-901T	Phoenix	Citywide	Install bus stop improvements (1% enhancement)	2009	5307	\$ 485,677	\$ -	\$ 485,677	\$ 485,677	Federal Requirement
PHX10-902T	Phoenix	Regionwide	Support Services for Grant Management	2009	5307	\$ 40,000	\$ -	\$ 10,000	\$ 50,000	Grant Support Services - Fund Annually
PHX09-614T	Phoenix	Regionwide	Purchase bus: standard 40 foot - 3 replace	2009	5307	\$ 1,265,264	\$ 259,150	\$ -	\$ 1,524,414	Currently in TIP for 2009 with 5307 funding- Update from 13 to 3 bus replace
PHX07-310T	Phoenix	Various locations	Upgrade LNG fuel station - North Division	2009	5307	\$ 1,200,000	\$ -	\$ 300,000	\$ 1,500,000	Currently in TIP for 2009 with 5307 funding ¹
PHX09-611T	Phoenix	Regionwide	Preventive Maintenance	2009	5307	\$ 5,251,196	\$ -	\$ 1,312,799	\$ 6,563,995	Currently in TIP for 2009 with 5307 funding. Includes \$5.4M ARRA funds
PHX09-613T	Phoenix	Regionwide	Purchase bus: < 30 foot - 41 replace (dial-a-ride)	2009	5307	\$ 2,754,905	\$ 688,726	\$ -	\$ 3,443,631	Currently in TIP for 2009 with 5307 funding- Change from 41 to 30 bus replace
PHX09-833T	Phoenix	Regionwide	Design and construct upgrades - north expansion	2009	5307	\$ 2,373,367	\$ -	\$ 593,342	\$ 2,966,709	Currently in TIP for 2009 with 5307 funding ¹
PHX09-834T	Phoenix	Regionwide	Design and construct upgrades - south	2009	5307	\$ 9,033,049	\$ -	\$ 2,258,262	\$ 11,291,311	Currently in TIP for 2009 with 5307 funding ¹
SUR09-604T	Surprise	Regionwide	Preventive Maintenance	2009	5307	\$ 5,264	\$ -	\$ 1,316	\$ 6,580	Currently in TIP for 2009 with 5307 funding ¹
TMP09-602T	Tempe	Regionwide	Preventive Maintenance	2009	5307	\$ 93,728	\$ -	\$ 23,432	\$ 117,160	Currently in TIP for 2009 with 5307 funding ¹
VMT13-906T	Valley Metro	Regionwide	Purchase bus: intercity - 19 replace	2009	5307	\$ 9,395,700	\$ 1,924,420	\$ -	\$ 11,320,120	Currently in TIP for 2009 with PTF, recommend funding it with 5307 & PTF. Change from 23 to 20 bus replace
VMT10-901T	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase I)	2009	5307	\$ 2,800,000	\$ 700,000	\$ -	\$ 3,500,000	New Project Not in TIP. Recommend Funding it with 5307 & PTF to meet Guideline #1 - Provide Service and Improvements Required by Law. This upgrade has to be in place by 2013
VMT10-902T	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase II)	2009	5307	\$ 4,571,632	\$ 1,142,908	\$ -	\$ 5,714,540	New Project Not in TIP. Funding split between 2009 & 2010 Recommend Funding it with 5307 & PTF to meet Guideline #1 - Provide Service and Improvements Required by Law. This upgrade has to be in place by 2013
VMT08-637T	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 7 replace	2009	5307	\$ 2,924,487	\$ 598,991	\$ -	\$ 3,523,478	Currently in TIP for 2009 with 5307 funding- Change from 13 to 7 replace
VMT09-642T	Valley Metro	Regionwide	Preventive Maintenance	2009	5307	\$ 784,993	\$ -	\$ 196,248	\$ 981,241	Currently in TIP for 2009 with 5307 funding ¹
VMT09-648T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	2009	5307	\$ 873,506	\$ 218,377	\$ -	\$ 1,091,883	Currently in TIP for 2009 with 5307 funding ¹
VMT09-904T	Valley Metro	Regionwide	Origins and Destinations Study	2009	5307	\$ 561,000	\$ -	\$ 189,000	\$ 750,000	New project currently unfunded.
VMT09-649T	Valley Metro	Regionwide	Purchase bus: standard - 9 expand (Arizona Ave BRT)	2009	5307	\$ 3,996,450	\$ 818,550	\$ -	\$ 4,815,000	Currently in TIP for 2009 with PTF, recommend funding it with 5307 & PTF. Change from 14 to 9 bus replace
SUBTOTAL 5307 (FY2009)						\$ 48,567,702	\$ 9,644,218	\$ 4,923,770	\$ 78,108,073	
APPORTIONMENT						\$ 48,567,702				
DIFFERENCE						\$ -				

¹ These projects were not modified, but are included to reflect a zero balance of unprogrammed transit funds in the approved TIP.

TABLE C. Amendments and Administrative Modifications to the MAG FY2008-2012 Transportation Improvement Program (TIP)

Transit Projects (5307) cont'd

TIP #	Agency	Location	Work Description	Fiscal Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	MAG Programming Comment
GLN09-607T	Glendale	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2010	5307	\$ 205,610	\$ 51,403	\$ -	\$ 257,013	Currently in TIP for 2009 with 5307 funding- Defer. Update to 3 bus replace
GLN10-608T	Glendale	Regionwide	Preventive Maintenance	2010	5307	\$ 120,108	\$ -	\$ 30,027	\$ 150,135	Currently in TIP for 2010 with 5307 funding ¹
MAG10-901T	MAG	Regionwide	Preventive Maintenance	2010	5307	\$ 2,074,797	\$ -	\$ 518,699	\$ 2,593,496	New Project Not in TIP. Non-TLCP Project. Recommend funding it with 5307 to meet Guideline #2 Provide Replacement Equipment and Facilities for Existing Service. This is balance of 5307 funds for the region in 5307.
PEO09-801T	Peoria	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	2010	5307	\$ 205,610	\$ 51,403	\$ -	\$ 257,013	Currently in TIP for 2010 with 5307 funding ¹
PEO10-603T	Peoria	Regionwide	Preventive Maintenance	2010	5307	\$ 40,528	\$ -	\$ 10,132	\$ 50,660	Currently in TIP for 2010 with 5307 funding ¹
PHX10-901T	Phoenix	Citywide	Install bus stop improvements (1% enhancement)	2010	5307	\$ 507,532	\$ -	\$ 126,883	\$ 634,415	Federal Requirement
PHX10-902T	Phoenix	Regionwide	Support Services for Grant Management	2010	5307	\$ 40,000	\$ -	\$ 10,000	\$ 50,000	Grant Support Services - Fund Annually
PHX10-842T	Phoenix	Regionwide	Design and construct upgrades - south	2010	5307	\$ 6,250,210	\$ -	\$ 1,562,553	\$ 7,812,763	Currently in TIP for 2010 with 5307 funding ¹
PHX10-615T	Phoenix	Regionwide	Preventive Maintenance	2010	5307	\$ 5,356,220	\$ -	\$ 1,339,055	\$ 6,695,275	Currently in TIP for 2010 with 5307 funding ¹
SUR11-702T	Surprise	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	2010	5307	\$ 137,074	\$ 34,268	\$ -	\$ 171,342	Currently in TIP for 2011 with 5307 funding- Advance to 2010
SUR10-606T	Surprise	Regionwide	Preventive Maintenance	2010	5307	\$ 5,368	\$ -	\$ 1,342	\$ 6,710	Currently in TIP for 2010 with 5307 funding ¹
TMP10-604T	Tempe	Regionwide	Preventive Maintenance	2010	5307	\$ 179,510	\$ -	\$ 44,878	\$ 224,388	Currently in TIP for 2010 with 5307 funding ¹
VMT11-901T	Valley Metro	Regionwide	Purchase bus: standard - 2 expand (Grand Avenue LTD)	2010	5307	\$ 1,211,528	\$ 248,144	\$ -	\$ 1,459,672	Prioritized through the TLCP. Recommend to program it in 2010 with 5307 funds. Change from 11 to 2 exand
VMT10-901T	Valley Metro	Regionwide	Purchase bus: standard 40 foot - 22 replace (Tempe)	2010	5307	\$ 9,052,285	\$ 1,854,083	\$ -	\$ 10,906,368	Currently in TIP for 2010 with 5307 funding as a Tempe led project- Modify quantity and cost, TIP#, and lead agency
VMT10-902T	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase II)	2010	5307	\$ 1,028,368	\$ 257,092	\$ -	\$ 1,285,460	New Project Not in TIP. Recommend Funding it with 5307 to meet Guideline #1 - Provide Service and Improvements Required by Law. This upgrade has to be in place by 2013
VMT10-903T	Phoenix	Regionwide	Purchase 700 mhz radio system replacment (Phase III)	2010	5307	\$ 6,800,000	\$ 1,700,000	\$ -	\$ 8,500,000	New Project Not in TIP. Recommend Funding it with 5307 to meet Guideline #1 - Provide Service and Improvements Required by Law. This upgrade has to be in place by 2013
VMT10-665TB	Valley Metro	Regionwide	Purchase vanpools: 14 replace	2010	5307	\$ 369,040	\$ 92,260	\$ -	\$ 461,300	New Project not in TIP. This project was originally fully funded with STP-AZ funds. STP-AZ funds were reduced and this regional project needs funding. Recommended for funding based on Guideline #2 Provide Replacement Equipment, fleet, and facilities.
TMP10-605T	Valley Metro	Regionwide	Purchase bus: Articulated - 17 replace	2010	5307	\$ 14,110,000	\$ 1,870,316	\$ -	\$ 15,980,316	Currently in TIP for 2010 with 5307 funding- Modify lead agency
VMT10-655T	Valley Metro	Regionwide	Preventive Maintenance	2010	5307	\$ 716,782	\$ -	\$ 179,196	\$ 895,978	Currently in TIP for 2010 with 5307 funding ¹
VMT10-659T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	2010	5307	\$ 822,442	\$ 205,610	\$ -	\$ 1,028,052	Currently in TIP for 2010 with 5307 funding ¹
VMT10-661T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 2 replace (rural)	2010	5307	\$ 137,074	\$ 34,268	\$ -	\$ 171,342	Currently in TIP for 2010 with 5307 funding- Change from 6 to 2 replace
VMT10-809T	Valley Metro	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	2010	5307	\$ 205,610	\$ 51,403	\$ -	\$ 257,013	Currently in TIP for 2010 with 5307 funding ¹
SUBTOTAL 5307 (FY2010)						\$ 49,575,696	\$ 6,450,250	\$ 3,822,765	\$ 59,848,710	
APPORTIONMENT						\$ 49,575,696				
DIFFERENCE						\$ -				

1 These projects were not modified, but are included to reflect a zero balance of unprogrammed transit funds in the approved TIP.

TABLE C. Amendments and Administrative Modifications to the MAG FY2008-2012 Transportation Improvement Program (TIP)

Transit Projects (5307 AVN UZA)

TIP #	Agency	Location	Work Description	Fiscal Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	MAG Programming Comment
AVN09-801T	Avondale	Regionwide	Operating:Operating Assistance	2009	5307-AVN UZA	\$ 1,004,572	\$ -	\$ 1,004,572	\$ 2,009,144	Currently in TIP for 2009 with 5307 funding ¹
SUBTOTAL 5307 AVN UZA (FY2009)						\$ 1,004,572	\$ -	\$ 1,004,572	\$ 2,009,144	
APPORTIONMENT						\$ 1,004,572				
DIFFERENCE						\$ -				

TIP #	Agency	Location	Work Description	Fiscal Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	MAG Programming Comment
AVN10-901T	Avondale	Regionwide	Operating:Operating Assistance	2010	5307-AVN UZA	\$ 1,049,778	\$ -	\$ 1,049,778	\$ 2,099,556	
SUBTOTAL 5307 AVN UZA (FY2010)						\$ 1,049,778	\$ -	\$ 1,049,778	\$ 2,099,556	
APPORTIONMENT						\$ 1,049,778				
DIFFERENCE						\$ (0)				

Transit Projects (5309-FGM)

TIP #	Agency	Location	Work Description	Fiscal Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	MAG Programming Comment
MES08-801T	Mesa	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	2009	5309-FGM	\$ 1,025,800	\$ -	\$ 256,450	\$ 1,282,250	Currently in TIP for 2009 with 5309-FGM funding ¹
MES10-805TA	Mesa	Gilbert/McDowell	Construct regional park-and-ride	2009	5309-FGM	\$ 985,001	\$ -	\$ 246,250	\$ 1,231,251	Currently in TIP for 2009 with 5309-FGM funding- Split project into 2 for 2009 & 2010
SCT08-801T	Scottsdale	Loop 101/Scottsdale Rd	Acquire right of way regional park-and-ride (Loop 101/Scottsdale)	2009	5309-FGM	\$ 1,229,874	\$ -	\$ 307,468	\$ 1,537,342	Currently in TIP for 2009 with 5309-FGM funding ¹
VMT09-905T	Valley Metro	Regionwide	Purchase bus: intercity - 1 replace	2009	5309-FGM	\$ 564,300	\$ 115,580	\$ -	\$ 679,880	Currently in TIP for 2009 with PTF, recommend funding it with part 5309 FGM / 5307
SUBTOTAL 5309-FGM (FY2009)						\$ 3,804,975	\$ -	\$ 810,168	\$ 4,050,843	
APPORTIONMENT						\$ 3,804,975				
DIFFERENCE						\$ -				

TIP #	Agency	Location	Work Description	Fiscal Year	Fund Type	Federal Cost	Regional Cost	Local Cost	Total Cost	MAG Programming Comment
GLN11-808T	Glendale	Bell/L101	Design regional park-and-ride (Bell/L101)	2010	5309-FGM	\$ 620,646	\$ 155,162	\$ -	\$ 775,808	Currently in TIP for 2011 with 5307 , 5309 & PTF funds. Recommend to change funding source to 5309 & PTF and advance to 2010.
GLN11-809TA	Glendale	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101)	2010	5309-FGM	\$ 2,824,367	\$ 521,424	\$ -	\$ 3,345,791	Currently in TIP for 2011 with 5307 , 5309 & PTF funds. Recommend to change funding source to 5309 & PTF and split project between 2010 and 2011.
GLN10-804T	Glendale	Bell/L101	Pre-design regional park-and-ride (Bell/L101)	2010	5309-FGM	\$ 219,720	\$ 54,930	\$ -	\$ 274,650	Currently in TIP for 2010 with 5307 , 5309 & PTF funds. Recommend to change funding source to 5309 & PTF.
MES10-805TB	Mesa	Gilbert/McDowell	Construct regional park-and-ride	2010	5309-FGM	\$ 431,998	\$ -	\$ 108,000	\$ 539,998	Currently in TIP for 2009 - No Change, SPLIT 2009 & 2010
PHX10-905T	Phoenix	79th Avenue/Thomas Road	Pre-design regional park-and-ride (Desert Sky)	2010	5309-FGM	\$ 88,741	\$ 22,185	\$ -	\$ 110,926	Prioritized through the TLCP for 2010. Recommend to program it in 2010 with 5309 funds.
SUBTOTAL 5309-FGM (FY2010)						\$ 4,185,472	\$ 753,701	\$ 108,000	\$ 5,047,173	
APPORTIONMENT						\$ 4,185,473				
DIFFERENCE						\$ 1				

¹ These projects were not modified, but are included to reflect a zero balance of unprogrammed transit funds in the approved TIP.

TABLE D. Amendments and Administrative Modifications to the FY10 Arterial Life Cycle Program

TIP ID	RTPID	Agency	Project Location	Project Description	Fiscal Year (Work)	Fiscal Year (Reimb.)	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
CHN03-207	AI-ARZ-10-03	Chandler	Arizona Ave at Elliot Rd	Design intersection improvement	2003	2013	0.25	RARF	\$ 128,571	\$ -	\$ 300,000	\$ 428,571	Admin Mod: Increased work phase total cost by \$336,794, regional cost by \$300,000, and local cost by \$36,794. Regional funds reallocated from ROW work phase.
CHN03-20722	AI-ARZ-10-03	Chandler	Arizona Ave at Elliot Rd	Construct intersection improvement	2006	2013	0.25	RARF	\$ 1,304,701	\$ -	\$ 3,044,303	\$ 4,349,005	Admin Mod: Increased total cost by \$393,721, regional cost by \$275,943, and local cost by \$117,777.
CHN03-20723	AI-ARZ-10-03	Chandler	Arizona Ave at Elliot Rd	Acquisition of right-of-way for intersection improvement	2006	2013	0.25	RARF	\$ 150,000	\$ -	\$ 350,000	\$ 500,000	Admin Mod: Decreased work phase total cost by \$822,960, regional cost \$575,943, and local cost \$247,016. Reallocated funds to design and construction.
SCT 04-117CZ	ACI-SHA-20-03-A	Scottsdale	Shea at 90th/92nd/96th Streets	Construct intersection improvement	2007	2017	0.75	RARF	\$ 767,988	\$ -	\$ 1,791,972	\$ 2,559,960	Admin Mod: Exchanged programmed reimbursement in FY 2023 for construction with the programmed reimbursement for North Frontage Rd (ACI-SFN-10-03-B)
N/A	ACI-SFN-10-03-B	Scottsdale	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Project savings for roadway widening	2015	2023	1	RARF	\$ -	\$ -	\$ 1,791,972	\$ 1,791,972	Admin Mod: Exchanged programmed project savings reimbursement in FY 2017 with the programmed reimbursement for Shea at 90/92/96th Streets (ACI-SHA-20-03-A)
N/A	ACI-ELM-10-03-D	Maricopa County	El Mirage Rd: Deer Valley Drive to Loop 303	Design roadway widening	2008	2017	1.2	RARF	\$234,689	\$ -	\$547,606	\$782,295	Admin Mod: Decreased work phase total cost by \$608,369, regional cost \$425,858, and local cost \$182,511. Reallocated funds to acquisition of right-of-way.
N/A	ACI-ELM-10-03-D	Maricopa County	El Mirage Rd: Deer Valley Drive to Loop 303	Acquisition of right-of-way for roadway widening	2003	2018	1.2	RARF	\$ 426,000	\$ -	\$ 994,000	\$1,420,000	Amend: Added new work phase. Fundings allocated from construction work phase.
N/A	ACI-ELM-10-03-D	Maricopa County	El Mirage Rd: Deer Valley Drive to Loop 303	Construction of roadway widening	2009	2018	1.2	RARF	\$ 3,483,458	\$ -	\$ 8,128,069	\$11,611,528	Admin Mod: Reduced Total cost by \$811,631, regional cost by \$568,142, and local cost by \$243,489. Reallocated regional funds to acquisition of right-of-way.

Note: TIP IDs identified as Not Applicable indicate the project is not programmed for work with the time period covered by an approved MAG Transportation Improvement Program

TABLE E. Amendments and Administrative Modifications to the MAG FY2008-2012 Transportation Improvement Program (TIP)

NOTE: Before a project can obligate, ADOT must complete the review and approval process. ADOT cannot initiate the review process until (1) the project is listed in an approved Transportation Improvement Program (TIP) and (2) a TRACS number is assigned. The listing below includes projects that have need TIP IDs to initiate the review federal process. Funding sources will be adjusted in an administrative modification contingent on (1) funding availability and (2) the project's ability to obligate in FFY 2010. These projects must be listed in an approved TIP to be candidates to receive ARRA bid savings.

Potential ARRA Bid Savings Projects/Projects Needing TRACS Numbers to Initiate the Federal Review Process at ADOT

TIP ID	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
APJ10-801ABS	Apache Junction	Ironwood Drive: 16th Avenue to Broadway Avenue	Design and Reconstruction of Pavement	2010	0.5 mi	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,165,000.
AVN10-801ABS	Avondale	Avondale City Hall (Traffic Operations Center)	Construct Interim Traffic Operations Center	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$880,130
ELM08-801ABS	El Mirage	El Mirage Rd - Olive to Cactus	Micro-seal Pavement Surface	2010	2	---	---	---	---	---	---	Amend: Add new project. Total Cost \$414,905.
FTH11-101ABS	Fountain Hills	Shea Blvd: Saguaro Blvd to Fountain Hills Blvd	Mill and Overlay	2010	2	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,081,614.
GBD10-801ABS	Gila Bend	Maricopa Road near Mile Marker 3, North side	Monument Signage	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$175,000.
GLB06-201RABS	Gilbert	Eastern Canal: Guadalupe Rd to Elliot Rd (Santan Vista Trail phase II)	Design and construct multi-use path	2010	795,000 ft	---	---	---	---	---	---	Amend: Add new project. Total Cost \$795,000.
GLB07-302ABS	Gilbert	Eastern Canal: Elliot Rd to Warner Rd (Santan Vista Trail phase III)	Design and construct multi-use path	2010	592,000 ft	---	---	---	---	---	---	Amend: Add new project. Total Cost \$592,000.
GLN08-801ABS	Glendale	Bell Rd. Pavement Overlay: 51st Ave. to 59th Ave.	Pavement overlay	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$813,871.
GLN08-802ABS	Glendale	Various Locations Citywide	Upgrade traffic signal controllers	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$250,000.
GLN08-803ABS	Glendale	Bell Rd. Pavement Overlay: 59th Ave. to 70th Ave.	Pavement overlay	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,394,960.
GLN08-804ABS	Glendale	Various Locations Citywide	Modernize traffic signals	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$750,000.
GLN08-805ABS	Glendale	Downtown Alleyways: 58th Ave. to 57th Ave.	Design downtown alleyways for safe pedestrian circulation	2010	0	---	---	---	---	---	---	Amend: Add new project. Total Cost \$211,400.
GLN08-806ABS	Glendale	Various Locations Citywide	22 CCTV cameras and 6 Ethernet installations	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$220,000.
GUA08-801ABS	Guadalupe	La Cuarenta Neighborhood	Install pavement and curb & gutter and sidewalk for five street segments in the La Cuarenta Neighborhood	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$888,074.
GUA08-802ABS	Guadalupe	Calle Vauo Nawi from Colonia Estrella to Calle Guadalupe	Widen the roadway and install pavement, curb & gutter, sidewalk and street lights	2010	0	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,892,000.
MES13-905ABS	Mesa	Consolidated canal: 8th Street to Lindsay Road	Design and Construct of a 10-foot wide concrete pathway	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,570,000.
MES08-801ABS	Mesa	Arterial Pavement Preservation along University Dr: Sossaman to 80th Street, 80th Street to Hawes and Hawes to 88th Street and along Southern Ave: Greenfield Rd to Higley Rd. (Group 4 - Phase 1)	Arterial Pavement Preservation project	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$3,130,782.
MES08-802ABS	Mesa	Arterial Pavement Preservation Recker Rd: Main Street to Broadway Rd, Sossaman Rd: Ray Rd to Avery, Southern Ave: Gilbert to 24th St and 24th St to Lindsay Rd, and Signal Butte Rd: US 60 to Southern Ave. (Group 4 - Phase 2)	Arterial Pavement Preservation project	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,930,566.

TABLE E. Amendments and Administrative Modifications to the MAG FY2008-2012 Transportation Improvement Program (TIP)

NOTE: Before a project can obligate, ADOT must complete the review and approval process. ADOT cannot initiate the review process until (1) the project is listed in an approved Transportation Improvement Program (TIP) and (2) a TRACS number is assigned. The listing below includes projects that have need TIP IDs to initiate the review federal process. Funding sources will be adjusted in an administrative modification contingent on (1) funding availability and (2) the project's ability to obligate in FFY 2010. These projects must be listed in an approved TIP to be candidates to receive ARRA bid savings.

Potential ARRA Bid Savings Projects/Projects Needing TRACS Numbers to Initiate the Federal Review Process at ADOT (Cont'd)

TIP ID	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	ARRA	Federal Cost	Regional Cost	Total Cost	Requested Change
MES08-803ABS	Mesa	Arterial Pavement Preservation Recker Rd., Southern Ave., Stapley Dr., and Signal Butte Rd. (Group 5)	Arterial Pavement Preservation project	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$3,860,422.
PHX08-801ABS	Phoenix	Pavement Preservation (North Area) Phase 2	Pavement Preservation	2010	13	---	---	---	---	---	---	Amend: Add new project. Total Cost \$6,600,000.
PHX08-802ABS	Phoenix	Pavement Preservation (Central Area) Phase 2	Pavement Preservation	2010	16	---	---	---	---	---	---	Amend: Add new project. Total Cost \$8,100,000.
PHX08-803ABS	Phoenix	Pavement Preservation (South Area) Phase 2	Pavement Preservation	2010	5	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,400,000.
PHX08-804ABS	Phoenix	Bridge Deck Rehabilitation Phase 2	Bridge Deck Rehabilitation	2010	5 Structures	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,125,000.
PHX08-805ABS	Phoenix	Bridge Joint Rehabilitation Phase 2	Bridge Joint Rehabilitation	2010	5 Structures	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,175,000.
PHX08-806ABS	Phoenix	Citywide Corridors	Inventory/Programming & Procure/Install Traffic Control Signs- Phase III	2010	n/a	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,500,000.
SCT08-801ABS	Scottsdale	Various Locations	Construction for Mill & Replace	2010	varies	---	---	---	---	---	---	Amend: Add new project. Total Cost \$757,088.
SCT08-802ABS	Scottsdale	Various Locations	Replace traffic signal controllers and cabinets	2010	varies	---	---	---	---	---	---	Amend: Add new project. Total Cost \$450,000.
SCT08-803ABS	Scottsdale	Various Locations	Preliminary engineering, design and construction for Mill & Replace	2010	varies	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,486,832.
SCT08-804ABS	Scottsdale	Pima Road: McDowell to Thomas	Design for widening of Pima Road from two lanes to four, including intersection and drainage improvements	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$8,500,000.
TMP13-119ABS	Tempe	Elliott Road: Kyrene Road to I-10	Asphalt - Mill and Overlay	2010	2	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,500,000.
TMP14-129ABS	Tempe	Hardy Drive: Broadway Road to Southern Ave.	Street Rehabilitation	2010	1	---	---	---	---	---	---	Amend: Add new project. Total Cost \$620,000.
TMP14-134ABS	Tempe	Various federal functionally classified roadways	Arterial Street Reconstruction and Improvements	2010	0	---	---	---	---	---	---	Amend: Add new project. Total Cost \$1,175,900.
TMP15-138ABS	Tempe	Broadway Road: Mill Avenue to Evergreen Road	Asphalt Mill and Overlay	2010	3	---	---	---	---	---	---	Amend: Add new project. Total Cost \$2,150,000.

ARTERIAL LIFE CYCLE PROGRAM

Status Report

October 2009 – March 2010

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Fiscal Year (FY) 2010 is the fourth full fiscal year of implementation for the Arterial Life Cycle Program (ALCP). The ALCP has 37 projects programmed for work in Fiscal Year 2010. The work programmed varies from studies, pre-design, design, purchasing right-of-way, and construction. In addition to the work programmed, \$98 million is programmed for reimbursement in FY10.

ALCP REVENUE AND FINANCE

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. RARF revenues are deposited into the arterial account on a monthly basis. ALCP Projects may receive funding from one or more sources, which include: Regional Area Road Funds (RARF), Surface Transportation Program – MAG Funds (STP-MAG), and Congestion Mitigation and Air Quality Improvement Program Funds (CMAQ).

	Freeways	Arterial Streets	Transit	Prop. 400 (total)
July	\$14,476,416.17	\$2,704,668.50	\$8,577,662.96	\$ 25,758,748
August	13,692,463.22	2,558,200.42	8,113,149.92	\$ 24,363,814
September	13,865,092.84	2,590,453.29	8,215,437.57	\$ 24,670,984
October	13,464,882.64	2,515,680.92	7,978,302.35	\$ 23,958,866
November	13,559,500.56	2,533,358.64	8,034,365.99	\$ 24,127,225
December	13,623,153.00	2,545,251.00	8,072,081.76	\$ 24,240,486
January	\$15,869,936.94	2,965,023.81	9,403,361.21	\$ 28,238,322
Total	\$ 98,551,445	\$ 18,412,637	\$ 58,394,362	\$ 175,358,444

The ALCP receives dedicated sales tax revenues (RARF) for transportation improvements to the arterial road network in Maricopa County. To date, more than \$154 million Regional Area Road Funds have been collected for the arterial account. As of March 2010, the RARF account balance was \$66 million. Table 1 provides a breakdown of RARF revenues collected between July 2009 and January 2010 by mode.

	Estimated Total RARF	Actual Total RARF*	Percentage Difference
July	\$ 26,059,000	\$25,786,309.03	-1.05%
August	\$ 24,537,000	24,384,781.49	-0.62%
September	\$ 25,654,000	24,686,277.17	-3.77%
October	\$ 26,903,000	24,050,907.17	-10.60%
November	\$ 25,484,000	24,245,187.39	-4.86%
December	\$ 25,232,000	24,369,356.18	-3.42%
January	\$ 30,945,000	28,367,192.38	-8.33%
Total	\$ 184,814,000	\$ 175,890,011	-4.8%

During the first seven months of FY2010, \$175 million in total RARF revenues have been collected. However, the amount collected is more than \$9 million lower than the \$184 million forecasted. RARF Revenue collection continues to decline. As of February 2010, RARF revenues collected during the fiscal year were 4.8 percent lower than forecasted. Table 2 summarizes the estimated and actual RARF revenue collections from July 2009 to February 2010.

*Amount includes debt service from Prop 300



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FEDERAL FUND RESCISSION

Federal transportation funding has never been more uncertain. SAFETEA-LU, the multi-year federal transportation authorization expired at the end of September 2009. Rather than passing a new, multi-year extension, Congress passed three resolutions that simply continued the program through March 2010. At the time of this writing, Congress is discussing passing another continuing resolution to extend the program to the end of the year.

Another complicating factor is that over \$8.0 billion of highway apportionments were rescinded by Washington from the States in September 2009. The resolutions passed by Congress extending the federal transportation program into this year also carried over the rescission language from last year. The impact of both the continuing resolutions and the rescissions is significant for Arizona and the MAG region.

Currently, there is only apportionment available for five months (October 2009 through February 2010) of the federal fiscal year. Furthermore, the continuation of the rescissions into the current federal fiscal year has reduced the available funding by about 28 percent. Combined, these two factors result in only about 30 percent of the normal amount of federal funds available. Hopefully, Congress will pass a full, multi-year extension of the federal transportation program or, at least, a continuation of the program for this year with rescission language repealed.

ALCP POLICIES AND PROCEDURES

In the Summer of 2009, MAG Member Agencies expressed concerns about the current Arterial Life Cycle Program Policies and Procedures (“Policies”), which provide guidance to MAG Staff and Member Agencies to ensure the program is implemented in an efficient and effective manner. Specific concerns conveyed to MAG Staff included the reallocation of project savings, data issues, the RARF Closeout Process, and the use of surplus/deficit program funds. On September 3, 2009, MAG Staff and the ALCP Working Group met to address these concerns and develop potential revisions to the approved ALCP Policies and Procedures.

At the meeting, the ALCP Working Group recommended the clarification of existing policies in Section 350 of the Policies, which addressed the reallocation of ALCP project savings. The recommended revisions would permit the reallocation of project savings once a project segment is complete if the project segment is contained and administered wholly within one jurisdiction. For multi-jurisdictional projects, the ALCP Working Group recommended adding a new policy requiring a MAG Member Agency to obtain consensus from any partnering agency(s) on the reallocation of project savings from an incomplete corridor toward another project programmed in the ALCP. Additional revisions to policies regarding the RARF Closeout Process and the use of surplus/deficit program funds were not requested by the Working Group at that time.

MAG Staff incorporated the proposed revisions into the Policies, which were recommended for approval through the MAG Committee process during the Fall of 2009. On December 9, 2009, the MAG Regional Council approved the revisions to the Policies. To obtain a copy of the ALCP Policies and Procedures approved on December 9, 2009, please contact Christina Hopes at chopes@mag.maricopa.gov.



FISCAL YEAR 2010 RARF CLOSEOUT

The Arterial Life Cycle Program (ALCP) Policies and Procedures approved by the MAG Regional Council established the ALCP RARF Closeout process that includes a fiscal analysis of the ALCP and proposed RARF Closeout options. The ALCP RARF Closeout options are based on the priorities and project eligibility as established in Section 260 of the ALCP Policies and Procedures. For a project to be eligible for RARF Closeout:

- 1) The project or project segment must be completed/closed out;
- 2) The Lead Agency must submit all ALCP Project Requirements to MAG by April 19, 2010;
- 3) All three project requirements must be accepted by MAG as complete by May 31, 2010.

Member Agencies interested in participating in the FY 2010 RARF Closeout, should submit a completed Project Eligibility Form to MAG by April 1, 2010. A copy of the FY 2010 RARF Closeout Project Eligibility Form may be downloaded from the MAG website at <http://www.mag.maricopa.gov/project.cms?item=5034>.

FISCAL YEAR 2011 ANNUAL UPDATE PROCESS

During the Fall of 2009, MAG Staff initiated the annual update process. As part of the update, MAG Member Agencies are tasked with updating project information for inclusion in the MAG TIP and ALCP. The deadline to submit project data was January 11, 2010.

Since then, MAG Staff has coordinated with member agencies to resolve any data issues before releasing the Draft FY 2011-2015 MAG TIP and Draft FY 2011 ALCP. In February, MAG Staff released copies of the drafts for review by MAG Member Agencies. It is anticipated that the Draft FY 2011 Arterial Life Cycle Program will be presented at the May meeting of the Transportation Review Committee (TRC) for approval. Additionally, the MAG TIP will be presented at the June meeting of the TRC for approval.

For questions regarding the Draft FY 2011 ALCP, please contact Christina Hopes at chopes@mag.maricopa.gov. For questions regarding the Draft FY 2011-2015 TIP, please contact Steve Tate at state@mag.maricopa.gov.

ALCP PROJECT STATUS

Over the last 6 months, several draft ALCP project overview reports were prepared by the lead agencies for projects in FY10. MAG Staff continues to coordinate with Lead Agencies on refinements to these drafts. The total number of project overview reports submitted to MAG is 42. Project overview reports describe the general design features of the project, estimated costs, implementation schedules and relationships among participating agencies. The reports also provide the basis of project agreements, which must be executed before agencies may receive reimbursements from the program. Thus far, one project agreement was executed in FY10, bringing the total number of signed project agreements to 33.

At the start of FY 2010, seven Lead Agencies were programmed to receive \$98 million in reimbursements through the Arterial Life Cycle Program. Throughout the fiscal year, MAG



reimbursed \$569,713 to Lead Agencies for work conducted on ITS, arterial capacity and intersection improvements. ALCP Project receiving reimbursements in FY 2010 included:

- Shea Blvd at 90th/92nd/96th Streets Intersection Improvements
- Chandler Blvd at Alma School Rd Intersection Improvements

FY 2010 ARTERIAL LIFE CYCLE PROGRAM SCHEDULE

MARCH 2010	
9th	DUE DATE: Lead Agencies to present to the MAG Street Committee on proposed scope changes and substitute projects for inclusion in the FY 2011 ALCP
	MC, TPC, and RC review/recommend/approve project changes to amend/administratively modify the current TIP/RTP/ALCP*
22nd	DUE DATE: Final date to make schedule changes to projects programmed in the Draft FY 2011 ALCP
29th	MAG Staff will provide Member Agencies with a revised draft of the FY 2011 ALCP*
APRIL 2010	
1st	DUE DATE: Lead Agencies to notify MAG Staff of project eligibility for FY 2010 RARF Closeout
15th	MAG Staff will determine the availability of RARF Closeout Funds and Eligible Projects
19th	DUE DATE: All project requirements to be submitted to MAG Staff for projects recommended for FY 2010 RARF Closeout Funds
	TRC review/recommend ALCP Projects for FY10 RARF Closeout Funds
MAY 2010	
	MC, TPC, and RC review/recommend/approve ALCP Projects for FY10 RARF Closeout Funds
	TRC review/recommend/approve Draft FY 2011 ALCP
31st	DUE DATE: Lead Agencies recommended to receive FY 2010 RARF Closeout Funds submit <u>final</u> versions of all ALCP Project Requirements
JUNE 2010	
1st	DUE DATE: Lead Agencies submit final Project Reimbursement Requests for FY 2010. <u>MAG Staff will not accept any NEW PRRs for FY 2010 after this date. (No exceptions will be made.)</u>
14th	DUE DATE: Lead Agencies to submit <u>final</u> Project Reimbursement Requests for FY 2010 to be accepted as complete by MAG Staff. <u>INCOMPLETE PRRs will not be accepted after this date. Reimbursements remaining in FY 2010 will be deferred to a later fiscal year for reimbursement. ** (No exceptions will be made.)</u>
	MC, TPC, and RC review/recommend/approve ALCP Projects for FY 2011 Arterial Life Cycle Program

* As necessary

** Incomplete, as determined by MAG Staff

This is the 11th Status Report for the Arterial Life Cycle Program (ALCP). Semi-annually, MAG staff will provide member agencies with an update on the projects in the ALCP. This report and all other ALCP information are available online at <http://www.mag.maricopa.gov/project.cms?item=5034>.



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Arterial Life Cycle Program Status Report

TABLE 4
October 2009 - March 2010, Project Status of Projects Underway
(2009 and Year of Expenditure, Dollars in Millions, Consistent with the FY10 - September 30, 2009 ALCP)

Lead Agency & Facility	Project Requirement PO = Project Overview PA = Project Agreement	Status Status P=Pre-Design D=Design R=ROW C=CONST C/O=Closed out	Regional Funding Reimbursements			Total Expenditures (Exp.)			FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Reimb. To Date	Programmed Reimb. FY10	Estimated Future Reimb. FY 2011 - 2026 (2009\$)	Expended to Date (2009\$, YOES)	Estimated Expenditures for FY 2010 (2009\$)	Estimated Future Exp. FY 2011 - 2026 (2009\$)			
CHANDLER											
Chandler Blvd at Alma School Rd	PO, PA	D, R	0.337	1.047	2.398	1.854	0.000	9.692	2016	2015	Reimbured \$85,404 in FY10
Chandler Blvd at Dobson Rd	PO, PA	D, R, C	1.060	3.039	0.000	1.525	6.945	0.000	2010	2010	
FOUNTAIN HILLS											
Shea Blvd: Palisades Blvd. to Fountain Hills Blvd.	PO, PA	D	0.248	0.040	0.000	0.355	0.057	0.000	2010	2010	
Shea Blvd: Technology Dr to Cereus Wash	PO, PA	D, R, C	0.064	5.608	0.000	0.091	8.012	0.000	2010	2010	
GILBERT											
Guadalupe Road at Cooper Road		D, R, C	0.000	3.694	0.000	0.000	4.725	2.105	2010/2011	2011	
Power Rd at Pecos: Intersection Improvement	PO	D, R, C	0.000	5.298	4.640	14.453	0.000	0.000	2010/2011	2009	IGA approved
Power Rd: Santan Fwy to Pecos Rd		D, R, C	0.000	3.626	6.695	2.492	13.969	9.150	2010/2011	2011	
Warner Road at Cooper Road	PO, PA	D, R, C	1.305	2.396	0.000	1.864	3.715	0.000	2009/2010	2010	
MARICOPA COUNTY											
El Mirage Rd: Deer Valley Drive to L303	PO, PA	C/O	0.000	0.000	9.670	13.814	0.000	0.000	2017/2018	2009	
El Mirage Rd: Thunderbird Rd to Bell Rd	PO, PA	P	1.105	0.342	19.532	3.388	2.298	41.361	2010, 2012-2016	2016	DCR developed in conjunction with El Mirage Rd: Thunderbird to Northern project
Northern Parkway: Corridorwide ROW Protection		R	0.000	1.800	3.321	2.572	2.062	2.681	2012	---	Project Overview in process
Northern Parkway: Sarival to Dysart		P, D, R	0.000	19.593	34.871	0.000	43.226	34.581	2010-2012	2011	Project Overview in process
MESA											
Broadway Rd: Dobson Rd to Country Club Dr	PO, PA	P	0.080	0.118	7.068	0.284	0.000	18.748	2008,2010-2013	2013	
Dobson Rd at Guadalupe Rd	PO, PA	P, D, R, C	0.196	2.542	0.000	0.280	5.423	0.000	2008-2010	2010	
Dobson Rd at University Dr		D, R	0.000	0.000	2.741	0.639	2.013	4.227	2020	2011	
Gilbert Rd at University Dr	PO, PA	C/O	0.000	0.000	2.741	11.765	0.000	0.000	2022	2009	
Greenfield Rd: Baseline Rd to Southern Ave	PO, PA	D, R	0.471	4.661	4.661	1.562	6.614	0.000	2008-2010	2010	
Hawes Rd: Santan Fwy to Ray Rd		D, R, C	0.000	0.000	2.316	2.904	1.538	0.000	2022	2010	
Lindsay Rd/Brown Rd		D	0.000	0.000	2.741	0.000	0.461	3.524	2015-2017	2012	
Mesa Dr at Broadway Rd	PO	D	0.099	0.000	0.748	0.142	0.000	24.876	2010, 2012-2014	2014	
Mesa Dr: US-60 (Superstition Fwy) to Southern	PO, PA	P, D, R	0.060	3.414	4.853	0.086	6.502	13.299	2008-2010, 2012	2012	Construction deferred from to FY 2012
Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202		P, D, R	0.000	0.000	10.038	2.396	1.198	12.470	2012-2014	2013	
Ray Rd: Sossaman Rd to Ellsworth Rd		D, R, C	0.000	0.000	3.739	1.194	8.147	0.000	2023	2010	
Southern Ave at Country Club Dr	PO	D	0.000	0.075	4.785	0.000	0.107	8.142	2010/2011, 2014	2013	
Southern Ave at Stapley Dr	PO, PA	P, D	0.168	0.049	12.363	0.243	0.071	21.263	2008-2014	2013	

Arterial Life Cycle Program Status Report

TABLE 4
October 2009 - March 2010, Project Status of Projects Underway
(2009 and Year of Expenditure, Dollars in Millions, Consistent with the FY10 - September 30, 2009 ALCP)

Lead Agency & Facility	Project Requirement PO = Project Overview PA = Project Agreement	Status Status P=Pre-Design D=Design R=ROW C=CONST	Regional Funding Reimbursements			Total Expenditures (Exp.)			FY(s) for Reimb.	FY for Final Constr.	Other Project Information
			Reimb. To Date	Programmed Reimb. FY10	Estimated Future Reimb. FY 2011 - 2026 (2009\$)	Expended to Date (2009\$, YOE\$)	Estimated Expenditures for FY 2010 (2009\$)	Estimated Future Exp. FY 2011 - 2026 (2009\$)			
PEORIA											
Beardsley Rd: Loop 101 to 83rd Ave/Lake Pleasant Parkway	PO, PA	P, D, R, C	5.992	0.000	0.000	14.816	0.000	0.000	2009	2009	Project underway. ALCP reimbursement of to be \$6,696,318 based on contract amount. ALCP to be updated pending information from ADOT.
Loop 101 at Beardsley Rd/Union Hills Dr	PO, PA	D, R, C	16.893	0.000	0.000	26.110	0.000	0.000	2009	2009	Project underway. ALCP reimbursement of to be \$10,850,616 based on contract amount. ALCP to be updated pending information from ADOT.
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	PO	D, R, C	0.000	0.000	17.588	28.970	18.147	0.000	2022, 2024-2027	2010	
Lake Pleasant Pkwy: Dynamite Blvd to L303	PO	D	0.000	0.000	26.265	1.431	5.363	33.311	2013-2015	2014	To receive project savings from Beardsley projects pending information from ADOT.
PHOENIX											
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	PO	D	0.000	2.515	19.532	0.000	3.824	29.255	2010-2013	2013	
Sonoran Blvd: 15th Ave to 10th St		P, D	0.000	0.000	8.751	6.725	0.480	12.841	2011-2013	2013	
Sonoran Blvd: 10th St to 26th St		P, D	0.000	0.000	12.712	7.793	1.839	20.644	2011/2012, 2014/2015	2014	
Sonoran Blvd: 26th St to Cave Creek		P, D	0.000	0.000	10.476	8.012	0.613	16.717	2011/2012, 2015	2015	
SCOTTSDALE											
Pima Rd: McKellips Rd to Via Linda		P, D, R	0.000	15.508	14.523	3.200	22.155	20.748	2010/2011	2011	
Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	PO, PA	D, R, C	0.449	14.100	8.925	2.690	18.156	12.751	2010/2011	2011	Project Reimbursement Request in process
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd		P, R	0.000	0.000	11.347	0.267	4.267	11.723	2012	2012	
Shea Blvd at 90th/92nd/96th: Intersection Improvements	PO, PA	C/O	2.311	0.484	1.792	5.862	0.000	0.000	2010/2022	2006	Reimbursed \$484,309 in FY 10
Shea Blvd at Frank Lloyd Wright Blvd		D, R, C	0.000	0.000	0.650	0.412	0.516	0.000	2023	2010	

Project Status Report
Transportation Projects – MAG Region MARCH 23, 2010
American Recovery & Reinvestment Act (ARRA) Funding

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. The national Highway Infrastructure Investment component of the legislation is \$27.5 billion. All projects in the MAG region have been obligated.

For the highway portion, the Arizona Department of Transportation (ADOT) has 120 days to obligate 50 percent of the funding, and a year – by March 2, 2010, to obligate the remaining funds. Of the ADOT portion, \$129.4 million was directed for Highway projects in the MAG Region. The legislation also sub-allocates 30 percent of the funding (\$156.57 million) to local jurisdictions. The amount being sub-allocated to the MAG Region is \$104.6. Metropolitan planning organizations and Local Agencies have one year to obligate the funds, by March 2, 2010.

The MAG regional portion for transit is \$66.4 million. The legislation requires that 50 percent of the transit funds be obligated within 180 days, and the remainder to be obligated within one year by March 2, 2010.

REPORT COMPONENTS – TABLE OF CONTENTS
Project Status Report

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Project Status Report

The Project Status Report highlights three areas of project details as noted below:

Project Information: Lists information about the project as reported on in the MAG Transportation Improvement Program (TIP) including the project location and description.

Project Funding: Explains the project funding sources and amounts as listed in the MAG TIP.

Project Development Status: This section reports on the status of project development steps. This section will most likely change in the future as projects are under construction. The project development steps are:

- Project Approved by MAG RC (Date): Project approved by the MAG Regional Council for inclusion in the current MAG TIP
- Design & Federal Clearances: The required design and federal clearances have been complete or have estimated completion dates. Or other notes may be provided regarding status with FHWA or FTA. Check mark indicates that work is completed.
- Obligate: The project has obligated, which means that the Federal Highway Administration agrees that the project has completed the necessary federal steps and the federal funds can be promised for the project. This date is the projected obligation date based on submittal of final PS&E. Actual date will depend on FHWA processing time.
- Advertise Date – The date the project scheduled to be advertised.
- Award Date – The date the project is awarded to contractor.
- Estimated Completion – The contractor has estimated that construction will be completed by this date.

**This information can also be found at the MAG Website:
<http://www.mag.maricopa.gov/detail.cms?item=9615>**

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information				Project Funding			Project Development Status						Comments		
FIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date		Award Date	Estimated Complete
State Sponsored Projects - Roadways															
DOT09-815	010-B(205)	I-10: Verrado Way - Sarival Rd	Construct General Purpose Lane	ARRA	\$26,272.0	\$26,272.0	\$26,271.6	05/27/09	✓	✓	✓	✓	7/17/09	2/12/2011	Admin Mod: Change project costs from \$28.2M to \$26.3M.
DOT09-818	017-A(207)	I-17: SR74-Anthem Way	Construct General Purpose Lane	ARRA	\$13,314.1	\$13,314.1	\$13,314.1	05/27/09	✓	✓	✓	✓	6/19/09	5/31/2010	Admin Mod: Change project costs from \$13.4M to \$13.3M
DOT09-6C00R	060-B(201)	US 60: SR 303L - 99th Ave	Road Widening	ARRA	\$22,275.7	\$22,299.9	\$22,299.9	03/25/09	✓	✓	✓	✓	11/20/09	12/31/2011	Admin Mod: Change project costs from \$45.0M to \$22.3M
DOT07-323	101-A(203)	99th Ave from I-10 to MC-85	Road Widening	STP-AZ & ARRA	\$3,152.9	\$3,753.9		04/22/09	✓	✓	✓				
DOT09-801	060-B(201)	US 60: 99th Ave to Thunderbird Rd (within the city limits of El Mirage)	Transportation Landscaping Enhancement	ARRA	\$207.3	\$207.3	\$207.3	04/22/09	✓	✓	✓	✓	11/20/09	12/31/2011	Admin Mod: Change project costs from \$300k to \$207k
DOT07-332	060-B(200)	US 60: 99th Ave - 83rd Ave	Road Widening	ARRA	\$7,647.2	\$7,647.2	\$7,647.2	03/25/09	✓	✓	✓	✓	8/14/09	10/31/2010	Admin Mod: Change project costs from \$11.2 mill to \$7.6M.
DOT06-613	085-B(200)	SR 85: Southern Ave - I 10	Widen roadway, adding 2 through lanes	ARRA	\$11,042.3	\$11,042.3	\$11,042.3	05/27/09	✓	✓	✓	✓	9/18/09	11/26/2010	Admin Mod: Change project costs from \$18.6 mill to \$11.0M - pending contract award
DOT12-840	101-A(204)	101 (Agua Fria Fwy) at Union Hills Dr/Beardsley Rd	Construct traffic interchange, construct new frontage road and Texas U-Turn structure over L101	ARRA, STP, MAG & Local	\$5,667.4	\$17,173.9	\$17,173.9	04/22/09	✓	✓	✓	✓	10/16/09	7/31/2011	Admin Mod: Change project costs from \$27.5 mill to \$17.1M
DOT08-673	074-A(200)	74: US-60 (Grand Ave) to Loop 303 (Estrella Fwy); MP 20-22	Construct eastbound and westbound passing lanes	ARRA	\$2,324.6	\$2,324.6	\$2,324.6	05/27/09	✓	✓	✓	✓	10/16/09	09/31/2011	Admin Mod: Change project costs from \$3.9 mill to \$2.3M
DOT12-841	101-A(206)	Loop 101: Northern to Grand 5B	Auxiliary lane - 3 miles	ARRA	\$3,000.0	\$3,000.0		09/30/09	✓	✓	✓	✓			
DOT10-815	101-A(201)	Loop 101: Olive Avenue	TI Improvements	ARRA	\$2,172.4	\$2,172.4	\$2,172.4	09/30/09	✓	✓	✓	✓	3/19/10		Admin Mod: Change project costs from \$3M mill to \$2.17M - pending contract award
DOT10-6C32	074-A(201)	SR 74: MP 13 - MP 15	Construct Passing Lanes	ARRA	\$3,200.0	\$3,200.0		09/30/09	✓	✓	✓				
DOT10-816	017-A(211)	I-17: I-10 to Indian School	Southbound Roadway Improvements	ARRA	\$1,500.0	\$1,500.0		09/30/09	✓	✓	✓				
DOT10-813	101-A(205)	Loop 101: 51st Ave to 27th Ave EB	Auxiliary lane	ARRA	\$3,000.0	\$3,000.0		09/30/09	✓	✓	✓	✓			
DOT10-828	087-B(205)A	SR 87: Four Peaks - Dos S Ranch Road	Construct Roadway Improvements	ARRA	\$21,000.0	\$21,000.0		09/30/09	✓	✓	✓	✓			

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information				Project Funding			Project Development Status						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Total	Award Amount	Approval Date	Design	Environmental	Obligated	Advertise Date		Award Date	Estimated Complete
State Sponsored Projects - Roadways															
DOT08-828	087-A(206)A	SR 87: MP 211.8 to 213.0	Repair cut slopes for erosion control	ARRA	\$2,000.0	\$2,000.0		12/09/09	✓	✓	✓	✓			To be done in conjunction with project SR 87: Four Peaks - Dos S Ranch Road
DOT08-839	143-A()	143 Hohokam: SR 143/Sky Harbor Blvd TI	TI Improvements, Adding Ramps	ARRA	\$35,100.0	\$35,100.0		12/09/09	✓	✓	✓				
DOT10-851		US 60: San Domingo - Whitmann	Pavement Preservation	ARRA	\$9,000.0	\$9,000.0		02/24/10	✓	✓	✓				State project to be funded with Local ARRA STP-AZ funds will be used if full amount of ARRA funds are not available.
					\$162,875.9	\$175,007.6	\$102,453.3								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information				Fund Type	Project Funding			Project Development Status						Comments
TIP #	Federal ID	Project Location	Project Description		Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	
Local Projects - Roadway														
APJ09-801	APJ-0(201)	Ironwood Drive: Southern Avenue to 16th Avenue	Design and Reconstruction of Pavement	ARRA	\$1,348.3	\$1,348.3		4/22/09	✓	✓	✓			
AVN09-801	AVN-0(206)	Dysart Road-I-10 to Indian School Road	Preliminary engineering, design and construction for Mill & Replace	ARRA	\$2,035.2	\$2,035.2	\$1,400.3	4/22/09	✓	✓	✓	3/5/10		Low Bid. Not finalized and does not include contingencies.
AVN09-802	AVN-0(207)	Dysart Road -Van Buren to the I-10	Preliminary engineering, design and construction for Mill & Replace	ARRA & Local	\$179.7	\$401.8		4/22/09	✓	✓	✓			
BKY09-801	BKY-0(202)	Various Locations Townwide - Functionally Classified Roads	Pre-engineer/Design and Pavement Rehabilitation and Preservation	ARRA	\$1,621.9	\$1,621.9	\$910.5	4/22/09	✓	✓	✓	2/12/10		Low Bid. Not finalized and does not include contingencies.
CFR09-801	CFE-0(200)	Intersection of Tom Darlington Drive and Ridgeview Place	Pre-engineer/Design and construct Pedestrian crossing	ARRA	\$35.0	\$35.0		4/22/09	N/A	N/A	N/A	N/A	N/A	Combined Project: ARRA-CFE-0(200), Town of Carefree has been combined with Cave Creek Road ARRA-CFE-0(201)A.
CFR09-802	CFE-0(201)	Cave Creek Road: Scopa Trail to Carefree Eastern Border	Pre-engineer/Design and construct, repair and restoration of Cave Creek Road	ARRA	\$553.3	\$553.3	\$367.3	4/22/09	11/12/09	✓	✓	3/12/10		Low Bid. Not finalized and does not include contingencies.
CVK09-807	CVK-0(201)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$614.8	\$614.8		5/27/09	✓	✓	✓	4/2/10		
CHN120-07C	CHN-0(025)	Chandler Blvd/Dobson Road Intersection, and Dobson Road from Chandler Blvd to Frye Road	Intersection and Capacity Improvement	ARRA, Local & RARF	\$2,288.7	\$7,629.0		4/22/09	✓	✓	✓	2/5/10	3/25/10	Feb-11
CHN09-801	CHN-0(211)	Price Road from Germann Road south to Queen Creek Road	Design and reconstruction of pavement	ARRA	\$3,678.9	\$3,678.9		4/22/09	✓	✓	✓	3/3/10	4/22/10	Nov-10
ELM09-801	ELM-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and Mill and Replace Existing Road.	ARRA	\$952.8	\$952.8		4/22/09	✓	✓	✓	4/16/10		
FTH07-301	FTH-0(203)	Shea Blvd. (Palisades Blvd. to Fountain Hills Blvd.)	Widen for 3rd (westbound) lane, bike lane, sidewalk, and turn pockets.	ARRA, STP, & Local	\$1,081.6	\$3,376.6	\$1,455.6	6/24/09	✓	✓	✓	12/11/09	2/19/10	
GBD09-801	GBD-0(201)	Pima Street/SR-85 Various Locations	Design and Construct Signage Improvements	ARRA	\$33.0	\$33.0		4/22/09	12/1/09	✓	✓			
GBD09-802	GBD-0(200)	Pima Street/SR-85 Various Locations	Design and Construct Pedestrian and Landscape Improvements	ARRA	\$339.5	\$339.5		4/22/09	✓	✓	✓			
GBD09-803	GBD-0(203)	Gila Bend Airport on SR-85	Design and Construct Carpool and Transit Park & Ride Lot	ARRA	\$170.0	\$170.0		5/27/09	✓	✓	✓	4/2/10		
GRC09-801	GRI-0(200)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	ARRA	\$561.3	\$561.3		4/22/09	✓	✓	✓	4/9/10		
GLB09-801	GIL-0(203)	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Nova Chip Overlays- arterial roadways	ARRA	\$5,306.3	\$5,306.3	\$3,482.8	4/22/09	✓	✓	✓	2/12/10		
GLN09-801	GLN-0(219)	Various Locations Citywide - Functionally Classified Roadways	New traffic signal cabinets and controllers	ARRA	\$1,100.0	\$1,100.0		4/22/09	✓	✓	✓			

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information				Fund Type	Project Funding			Project Development Status						Comments
TIP #	Federal ID	Project Location	Project Description		Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	
Local Projects - Roadway														
GLN09-802	GLN-0(218)	Various Locations Citywide - Functionally Classified Roadways	Modernize traffic signals	ARRA	\$550.0	\$550.0		4/22/09	✓	✓	✓			
GLN09-803	GLN-0(217)	Various Locations Citywide - Functionally Classified Roadways	CCTV Camera Installations	ARRA	\$90.0	\$90.0		4/22/09	✓	✓	✓			
GLN09-804	GLN-0(215)	Camelback Rd. - 47th to 83rd Aves.	Install wireless communication with traffic signals	ARRA	\$230.0	\$230.0		4/22/09	✓	✓	✓			
GLN09-805	GLN-0(216)	Bethany Home Rd. - 63rd to 83rd Aves.	Install wireless communication with traffic signals	ARRA	\$200.0	\$200.0		4/22/09	✓	✓	✓			
GLN09-806	GLN-0(211)	Glendale Ave. - 51st to 66th Aves.	Pre-Engineer/Design and construct pavement overlay	ARRA	\$1,170.0	\$1,170.0		4/22/09	✓	✓	✓			
GLN09-807	GLN-0(212)	Litchfield Rd. - Missouri to Northern Ave.	Pre-Engineer/Design and construct pavement surface treatment	ARRA	\$510.0	\$510.0		4/22/09	✓	✓	✓			
GLN09-808	GLN-0(214)	25 Miles on Arterial Streets	Install thermoplastic pavement markings	ARRA	\$358.4	\$358.4		4/22/09	✓	✓	✓			
GLN08-604	GLN-0(033)	63rd Avenue at Loop 101 Expressway	Design and construct multi-use overpass over Loop 101 (Agua Fria Fwy) (Phase 2)	ARRA, CMAQ, & Local	\$1,850.0	\$5,407.4	\$2,520.0	4/22/09	✓	✓	✓	3/5/10		
GDY09-801	GDY-0(202)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill, patch and replace	ARRA & Local	\$782.4	\$798.4		4/22/09	✓	✓	✓	3/26/10*		*Bid open date.
GDL09-801	GUA-0(200)	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	ARRA	\$634.0	\$634.0		4/22/09	✓	✓	✓	4/9/10*		*Bid open date.
LPK09-801	LPK-0(201)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and mill and replace pavement resurfacing/reconstruction	ARRA	\$614.0	\$614.0		4/22/09	✓	✓	✓	4/2/10*		*Bid open date.
MMA09-725	MMA-0(201)	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	TEA-ARRA	\$750,000	\$1,117,817	\$561,095	5/27/09	✓	✓	✓	1/0/00	7/21/09	Mar-10 Construction is complete, final close-out in process. (This is an ADOT TE project, so ADOT will keep savings in their TE program, if any.)
MMA09-801	MMA-0(210)	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	ARRA & Local	\$6,469.2	\$6,478.1		4/22/09	✓	✓	✓	2/18/10	3/24/10	
MES09-802R	MES-0(210)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and construct mill and replace pavement	ARRA	\$970.7	\$970.7	\$1,198.4	5/27/09	✓	✓	✓	2/3/10	3/22/10	Aug-10
MES09-803	MES-0(211)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 1	ARRA	\$2,559.3	\$2,559.3	\$2,258.4	5/27/09	✓	✓	✓	2/10/10	4/5/10	Sep-10
MES09-804	MES-0(212)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades, Group 2	ARRA	\$2,333.3	\$2,333.3	\$1,916.5	5/27/09	✓	✓	✓	2/3/10	3/22/10	Jun-10
MES09-805	MES-0(213)	Various Locations Citywide - Functionally Classified Roadways	Pre-Engineer/Design and pavement reconstruct and ADA upgrades Group 3	ARRA	\$3,310.6	\$3,310.6	\$3,399.1	5/27/09	✓	✓	✓	2/3/10	3/22/10	Nov-10

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information				Project Funding			Project Development Status						Comments		
TIP #	Federal ID	Project Location	Project Description	Fund Type	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date		Award Date	Estimated Complete
Local Projects - Roadway															
PVY09-801	PVY-0(202)	Various Locations Townwide - Functionally Classified Roadways	Pre-Engineer/Design and construct pavement resurface projects	ARRA & Local	\$823.2	\$823.8		4/22/09	✓	✓	✓				
PEO100-07AC1	PEO-0(206)	Beardsley Rd Connection: Loop 101 (Agua Fria Fwy) to Beardsley Rd at 83rd Av/Lake Pleasant Pkwy	Construct Beardsley Road extension and bridge over New River	ARRA, STP-MAG & Local	\$2,850.4	\$11,489.7	\$5,914.2	4/22/09	✓	✓	✓	10/22/09	12/18/09		
PEO09-801	PEO-0(205)	Various Locations	Pavement Preservation: Major Arterial mill, overlay and re-striping	ARRA & Local	\$1,130.1	\$1,396.3	\$1,527.5	6/24/09	✓	✓	✓	3/12/10			Low Bid. Not finalized and does not include contingencies.
PHX07-316	PHX-0(209)	7th St & McDowell Rd	Design & Construction of Intersection Improvements	ARRA & CMAQ	\$1,000.0	\$2,256.0	\$748.9	4/22/09	✓	✓	✓	9/29/09	11/18/09	Jul-10	Bid opening Date: 10/27/09
PHX09-801	PHX-0(237)	Various Locations (North Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,136.2	\$7,136.2	\$5,190.0	4/22/09	✓	✓	✓	12/23/09	3/3/10	Dec-10	Bid opening Date: 1/26/10
PHX09-802	PHX-0(238)	Various Locations (Central Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0	\$4,930.7	4/22/09	✓	✓	✓	12/23/09	3/3/10	Dec-10	Bid opening Date: 1/26/10
PHX09-803	PHX-0(239)	Various Locations (South Area) - Functionally Classified Roadways	Design & Construction of Pavement Preservation	ARRA	\$7,150.0	\$7,150.0	\$4,844.0	4/22/09	✓	✓	✓	12/23/09	3/3/10	Dec-10	Bid opening Date: 1/26/10
PHX09-804	PHX-0(229)	Various Locations - (North Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0	\$981.3	4/22/09	✓	✓	✓	12/30/09	3/3/10	Dec-10	Bid opening Date: 2/2/10
PHX09-805	PHX-0(230)	Various Locations - (South Area)	Design & Construction of Removal/Replacement of Existing ADA Ramps or Construction of New ADA Ramps	ARRA	\$1,750.0	\$1,750.0	\$1,082.1	4/22/09	✓	✓	✓	12/30/09	3/3/10	Dec-10	Bid opening Date: 2/2/10
PHX09-806	PHX-0(231)	11 Locations Citywide	Design & Construct Bridge Deck Rehabilitations	ARRA	\$2,250.0	\$2,250.0	TBD	4/22/09	✓	✓	✓	1/15/10	TBD	Dec-10	Est. Bid opening Date: 3/23/10
PHX09-807	PHX-0(232)	6 Locations Citywide	Design & Construct Bridge Joint Rehabilitations	ARRA	\$1,250.0	\$1,250.0	TBD	4/22/09	✓	✓	✓	12/30/09	TBD	Dec-10	Bid opening Date: 2/9/10
PHX09-808	PHX-0(236)	Citywide Corridors	Inventory / Programming & Procure / Install Traffic Control Signs	ARRA	\$3,000.0	\$3,000.0	TBD	4/22/09	✓	✓	✓	2/12/09	TBD	Dec-10	Est. Bid opening Date: 3/23/10
PHX09-809	PHX-0(234)	Citywide Corridors	Design & Procure/Install Fiber Optic Backbone System	ARRA	\$1,500.0	\$1,500.0	TBD	4/22/09	✓	✓	✓	1/29/10	TBD	Dec-10	Bid opening Date: 3/9/10
PHX09-810	PHX-0(233)	Citywide Corridors	Design & Procure/Install CCTV	ARRA	\$1,000.0	\$1,000.0	TBD	4/22/09	✓	✓	✓	3/23/10	TBD	Feb-11	Est. Bid opening Date: 4/27/10
PHX09-811	PHX-0(235)	Citywide Corridors	Design & Procure/Install Wireless Communications	ARRA	\$500.0	\$500.0	TBD	4/22/09	✓	✓	✓	2/23/10	TBD	Feb-11	Est. Bid opening Date: 4/27/10
QNC09-801	QCR-0(204)	Combs Rd: UPRR/Rittenhouse Rd to approx. 1,000 ft west of Gantzel Rd	Pre-Engineer/Design and construct resurfacing roadway	ARRA	\$227.3	\$227.3		4/22/09	N/A	N/A	N/A	N/A	N/A	N/A	
QNC09-802	QCR-0(205)	Various Locations on Rittenhouse Rd	Pre-Engineer/Design and construct resurfacing roadway and shoulder paving	ARRA	\$805.8	\$805.8		4/22/09	✓	✓	✓				

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information				Fund Type	Project Funding			Project Development Status						Comments
TIP #	Federal ID	Project Location	Project Description		Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligate	Advertise Date	Award Date	
Local Projects - Roadway														
SRP09-801	SRI-0(200)	Various Locations - Functionally Classified Roadways	Design & Construction of Pavement Preservation/Chip-Seal	ARRA	\$653.9	\$653.9		5/27/09	✓	✓	✓	3/26/10		
SCT09-802	SCT-0(209)	Various Locations	Preliminary engineering, design and construction for Mill & Replace	ARRA	\$4,600.0	\$4,600.0	\$3,700.0	7/22/09	✓	✓	✓	3/2/10*		*Bid open date. Award amt includes estimated salaries and overhead.
SCT12-813	SCT-0(206)	Various Locations in Southern Scottsdale	Replace traffic signal controllers and cabinets	ARRA, & Local	\$439.6	\$500.0	\$505.0	4/22/09	✓	✓	✓	3/12/10*		*Bid open date. Award amt includes estimated salaries and overhead.
SUR09-801	SUR-0(208)	Bell Road-Parkview to West City Limit	Pre-Engineer/Design and construct pavement Reconstruction and ITS Conduit Installation	ARRA	\$2,933.4	\$2,933.4	\$2,339.4	4/22/09	✓	✓	✓	3/5/10		Low Bid. Not finalized and does not include contingencies.
TMP09-801	TMP-0(211)	Baseline Road between Kyrene Road and the Union Pacific Railroad, over the Western Canal	Construct replacement bridge over the Western Canal	ARRA, & Local	\$4,362.6	\$6,000.0		4/22/09	✓	✓	✓	3/23/10*		*Bid open date.
WKN09-801	WBG-0(200)	North Vulture Mine Rd: US 60 to Northern Town Limits	Design and Complete Pavement Mill and Replace	ARRA	\$644.1	\$644.1		4/22/09	✓	✓	✓			
YTN09-801	YTN-0(200)	Peoria Ave: 111th Avenue west by 1950 feet/approx. 115th Avenue	Pre-Engineer/Design and construct mill and replace - pavement resurfacing	ARRA	\$645.9	\$645.9		4/22/09	✓	✓	✓			
					\$100,834.8	\$124,502.2								

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information			Project Funding			Project Development Status						Comments	
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date		Estimated Complete
Local Projects - Transit Projects													
AVN09-804T	Citywide	Purchase 2 replacement dial-a-ride vehicles	\$126.0	\$126.0		6/24/09	NA	✓	✓				
GDY05-202T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Park and Ride Land Acquisition	\$352.2	\$1,847.1		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about \$5M.
GDY06-204T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Construct regional park-and-ride (1/10 - Litchfield)	\$2,036.2	\$4,193.8		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about \$5M.
GDY08-800T	I-10: Litchfield Rd to Dysart Rd (ADOT Basin between Litchfield and Dysart)	Acquire land- regional park and ride	\$186.5	\$977.6		6/24/09	✓	✓	✓			Mar-10	The design is completed. The EA is completed. The land was acquired. Estimated construction cost is about \$5M.
MES08-801T	Loop 202/Power	Construct regional park-and-ride (Loop 202/Power)	\$517.8	\$1,800.0		9/30/09		✓	✓				Admin Mod: Modify project costs to lower amount and change funding type to ARRA-Transit and 5309.
MES10-801T	US60/Country Club	Park-and-Ride design	\$367.5	\$367.5		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-802T	US60/Country Club	Park-and-Ride land acquisition	\$3,238.3	\$3,238.3		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-803T	Loop 202/Power	Design regional park-and-ride (Loop 202/Power)	\$765.0	\$765.0		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-804T	Gilbert/McDowell	Design regional park-and-ride	\$765.0	\$765.0		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-805T	Gilbert/McDowell	Construct regional park-and-ride	\$517.8	\$2,289.0		9/30/09		✓	✓				Amend: Add new ARRA-Transit project to list.
MES10-809T	Country Club/US 60	Park-and-Ride construction	\$3,228.8	\$3,228.8		3/25/09		✓	✓				Admin Mod: Modify project costs to lower amount.
PHX08-704T	27th Ave/Baseline Rd	27th Ave/Baseline Park and Ride Construct	\$1,100.0	\$1,100.0		5/27/09		✓	✓	✓		Jun-12	Four design teams were interviewed at the City on January 5. An approval request for a recommended team has been submitted to the Deputy Director.
PHX08-705T	I-17/Happy Valley	Happy Valley/I-17 Park and Ride - construct	\$5,500.0	\$5,500.0		3/25/09	✓	✓	✓			Dec-10	Bus-only slip ramp portion is completed. Park-and-ride construction bids are due on January 20, 2010. . Construction is scheduled to begin March 2010.
PHX09-611T	Regionwide	Preventive Maintenance	\$5,400.0	\$11,964.0		3/25/09	NA	NA	✓	✓		Jun-10	Ongoing
PHX09-837T	Bell Rd/SR-51	Bus access crossover	\$640.1	\$640.1		3/25/09		✓	✓	✓		Jul-10	Three design teams were interviewed January 7. An approval request for a recommended team has been submitted to the Deputy Director.
PHX09-838T	Pecos Road/40th Street	Pecos/40th St Park and Ride Expansion	\$3,000.0	\$3,000.0		3/25/09	✓	✓	✓	✓		Dec-10	The construction team has been selected, the contract will be presented to City Council for approval in January 2010. Construction kick-off meeting was held on January 7.

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information			Project Funding			Project Development Status							Comments
TIP #	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Bid Opened	Award Date	Estimated Complete	
Local Projects - Transit Projects													
PHX09-839T	Regionwide	Intelligent Transportation System Enhancement: Regional Transit Stop Data Overhaul	\$300.0	\$300.0		3/25/09	NA	✓	✓	✓		Sep-10	Operational review has been completed and we have accepted it. Servers have arrived and are setup, Trapeze has postponed loading the software on the server because there new version of the Bus Stop Manager will be available January 2010.
PHX09-840T	Citywide	Bus Stop Improvements	\$4,321.2	\$4,321.2		3/25/09		✓	✓	✓		Dec-11	Contract with Southwest Fabricators has been reviewed with requested changes. Contract has been signed by Southwest Fabricators and we are awaiting their list of sub-contractors and pertinent information. Goal is to have a pre-conference the middle Jan.
PHX10-818T	Central Avenue/Van Buren	Central Station Transit Center Refurbishments	\$5,000.0	\$5,000.0		3/25/09		✓	✓			Jan-11	The programming, schematic and design development phases of the project are complete. A refined cost estimate, draft project schedule and 90% plans have been submitted by the consultant team and are under review by staff.
SCT09-803T	Loop 101/Scottsdale Rd	Park-and-Ride construction	\$5,000.0	\$5,000.0		3/25/09		✓	✓				Receiving FTA guidance on Scottsdale's request to secure a lease for potential site. Environmental documentation underway. Part of second 50%.
TMP09-806T	East Valley Operations and Maintenance Facility	Expansion/ Updgrade	\$6,500.0	\$6,500.0		3/25/09		✓	✓			Mar-11	Negotiating contract for final design and construction drawings.
VMR09-801T	Central Ave/Camelback Rd	Central/Camelback Park and Ride Expansion	\$1,400.0	\$1,400.0		5/27/09		✓	✓	✓		Jun-01	A design-build team has been selected and approved by VMR Board.
VMR09-802T	Regionwide	LRT Park and Ride Shade Canopes	\$2,500.0	\$2,500.0		5/27/09		✓	✓			Dec-09	A design-build team has been selected and approved by VMR Board.
VMT10-807T	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit - Arizona Avenue/Country Club (Phase I) - Acquire ROW	\$2,500.0	\$2,500.0	\$0.0	3/25/09	✓	✓	✓			Dec-09	Several parcels in Chandler are expected to be acquired in mid-January. Mesa has "Order of Immediate Possession" hearings scheduled for January and February afor all of their parcels.
VMT10-807T	Arizona Avenue/Country Club (Service between Ocotillo Ave/Alma School and Sycamore and Main using Arizona Ave/CC)	Bus Rapid Transit Arizona Avenue/Country Club (Phase I) - Construct busway improvements and stations	\$12,500.0	\$12,500.0	\$4,154.3	3/25/09	✓	✓	✓			Jul-10	A notice to proceed is expected to be issued to D.L. Withers Construction in January. The Board is scheduled to award the contract for purchase and installation of 26 fare vending machines at the January 22 meeting. An IGA between RPTA and Metro Rail is being finalized and expected to be executed in January for Metro Rail staff to perform Construction Management Oversight on the project.
			\$67,762.2	\$81,823.3									

PROJECT STATUS REPORT TRANSPORTATION PROJECTS IN MAG REGION
American Recovery & Reinvestment Act (ARRA) Funding
MARCH 23 2010

Project Information				Project Funding			Project Development Status						Comments	
TIP #	Federal ID	Project Location	Project Description	Federal - ARRA	Estimated Total	Award Amount	Approval Date	Design	Environment	Obligated	Advertise Date	Award Date		Estimated Complete
Local Projects - Transportation Enhancements														
CHN09-805	CHN-0(014)	Paseo Trail, Consolidated Canal: Galveston to Pecos Rd.	Construction of multi-use path	\$750,000	\$1,161,610		5/27/09	✓	✓	✓				
GLB04-303R	GIL-0(015)	Canal Crossing Project	Design and construction pedestrian bridges over canal crossing	\$270,000	\$680,000	\$297.6	5/27/09	✓	✓	✓	9/9/09	9/18/09		Adjusted to include contingency.
GLB08-801	GIL-0(202)	Heritage District Downtown Ped Project	Design and construct sidewalks, landscaping and other pedestrian improvements	\$578,670	\$578,670	\$376.0	5/27/09	✓	✓	✓	9/9/09			Adjusted to include contingency.
GLN08-611	GLN-0(201)	Old Roma Alley	Design and construct pedestrian enhancements and landscape	\$732,562	\$732,562		5/27/09	✓	✓	✓	12/3/09			
MMA09-725	MMA-0(201)	Bush Hwy from Usery Pass Rd to Stewart Mtn Rd	Design and construct bicycle lane	\$750,000	\$1,117,817	\$561.1	5/27/09	✓	✓	✓	6/25/09	7/21/09	Dec-09	Construction scheduled to begin Oct 5, 09.
MES09-806	MES-0(021)	Consolidated Canal Pathway, 8th Street and Lindsay	Design and construct 12-foot wide multi-use pathway with lighting and signing	\$750,000	\$1,509,375		6/24/09	✓	✓	✓	4/7/10	6/21/10	TBD	PH IIA auth; Adding PHIV after 12-3 MAG TIP action
SCT09-703	SCT-0(200)	Crosscut Canal, Thomas Rd to Indian School Rd	Construct new pedestrian/bicycle bridge and multi-use path	\$1,632.3	\$3,117.3	\$663.0	5/27/09	✓	✓	✓	✓			Project is using \$750,000 TE ARRA funds plus \$882,333 MAG ARRA funds.
SCT09-801	SCT-0(203)	Downtown Canal Bank Improvements	Design and construct transportation enhancements to connect Sun Circle Trail to Goldwater Underpass	\$600,000	\$625,402	\$284.0	5/27/09	✓	✓	✓	11/2/09			Includes estimated salaries and overhead
TMP09-704	TMP-0(202)	Crosscut Canal from Papago Park to Mouer Park - Tempe	Design and construct multi-use path (phase II)	\$750,000	\$1,400,000		5/27/09	✓	✓	✓	5/23/10*			*Bid open date.
				\$5,181,232	\$7,805,436									

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2010

SUBJECT:

Programming of Bid Savings of Local MPO American Recovery and Reinvestment Act (ARRA) Funds
- Technical Amendment

SUMMARY:

Through the MAG committee process, discussions have been held regarding the anticipated bid savings on obligated Local Metropolitan Planning Organization American Recovery and Reinvestment Act (ARRA) funded projects due to lower project costs. On January 27, 2010, the MAG Regional Council approved the guidelines for programming unobligated ARRA Local funds. The guidelines allow local agencies with the ARRA project bid savings to have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT -STP funds and move the project savings to an eligible project that is above \$200,000 and can obligate before September 30, 2010, including new projects. In addition, the guidelines stipulated that any jurisdiction that cannot meet the \$200,000 threshold and obligation deadline of September 30, 2010 would return the project savings to the regional pool for reallocation. Since the approval of the guidelines, the Arizona Department of Transportation notified MAG that all Local ARRA funds must obligate by August 15, 2010. A recommended approach to amending/expanding the guidelines to facilitate effective processing of projects and utilization of bid savings has been prepared.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of these recommendations would give individual and sub-regional priority for the use of unallocated ARRA funds, while ensuring all funds will be allocated in the region.

CONS: It is unknown at this point how much, if any, bid savings will be realized. Final savings will not be unknown until early June 2010. Projects will need to be added to the TIP based on best available information, and without full funding sources being identified.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Jurisdictions will submit projects for consideration of use of bid savings from ARRA funds. MAG will add projects to the TIP based on recommendations from ADOT and FHWA on their ability to obligate. Sub-regions will submit a rank-list of projects based on those which have been determined to have the ability to obligate by August 15, 2010.

POLICY: Local jurisdictions will have priority in utilizing bid savings. Unallocated funds will then be put toward a subregional project, and if not available, transferred to ADOT for use on a statewide project.

ACTION NEEDED:

Recommend approval of an amendment to the guidelines for programming unobligated ARRA Local funds as stated in the attached memorandum.

PRIOR COMMITTEE ACTIONS:

On April 14, 2010, the Management Committee recommended approval of an amendment to the guidelines for programming unobligated ARRA Local funds as stated in the attached memorandum.

MEMBERS ATTENDING

- Patrice Kraus for Mark Pentz, Chandler
- Carl Swenson, Peoria, Vice Chair
- # George Hoffman, Apache Junction
- Charlie McClendon, Avondale
- Scott Lowe for Stephen Cleveland, Buckeye
- * Gary Neiss, Carefree
- Usama Abujbarah, Cave Creek
- Spencer Isom for B.J. Cornwall, El Mirage
- Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
- Julie Ghatti for Rick Davis, Fountain Hills
- Rick Buss, Gila Bend
- * David White, Gila River Indian Community
- Michelle Gramley for Collin DeWitt, Gilbert
- Brent Stoddard for Ed Beasley, Glendale
- Mark Gaillard for John Fischbach, Goodyear

- Bill Hernandez, Guadalupe
- Darryl Crossman, Litchfield Park
- Christopher Brady, Mesa
- Jim Bacon, Paradise Valley
- David Cavazos, Phoenix
- # John Kross, Queen Creek
- * Bryan Meyers, Salt River Pima-Maricopa Indian Community
- Dave Richert, Scottsdale
- Michael Celaya for Mark Corona, Surprise
- Jeff Kulaga for Charlie Meyer, Tempe
- # Chris Hagen for Reyes Medrano, Tolleson
- Gary Edwards, Wickenburg
- Lloyce Robinson, Youngtown
- Robert Samour for John Halikowski, ADOT
- Kenny Harris for David Smith, Maricopa Co.
- David Boggs, Valley Metro/RPTA

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

MAG Transportation Review Committee: On March 29, 2010, the Transportation Review Committee recommended approval of an amendment to the guidelines for programming unobligated ARRA Local funds as stated in the attached memorandum.

MEMBERS ATTENDING

- Peoria: David Moody
- ADOT: Kwi-Kang Sung for Floyd Roehrich
- * Avondale: David Fitzhugh
- Buckeye: Scott Lowe
- Chandler: RJ Zeder for Patrice Kraus
- El Mirage: Lance Calvert
- Fountain Hills: Randy Harrel
- Gila Bend: Eric Fitzer for Rick Buss
- Gila River: Sreedevi Samudrala for Doug Torres
- Gilbert: Michelle Gramley for Tami Ryall
- Glendale: Terry Johnson
- Goodyear: Cato Esquivel
- * Guadalupe: Gino Turrubiarres

- Litchfield Park: Paul Ward for Woody Scoutten
- Maricopa County: John Hauskins
- Mesa: Jeff Martin for Scott Butler
- Paradise Valley: Bill Mead
- Phoenix: Wylie Bearup for Ed Zuercher
- * Queen Creek: Troy White
- RPTA: Bryan Jungwirth
- Scottsdale: Dave Meinhart
- Surprise: Bob Beckley for vacant
- Tempe: Chris Salomone
- Valley Metro Rail: John Farry
- Wickenburg: Rick Austin
- Youngtown: Grant Anderson for Lloyce Robinson

- * Not present

CONTACT PERSON:

Alice Chen, Transportation Planner, (602) 254-6300.

April 6, 2010

TO: Members of the MAG Management Committee

FROM: Alice Chen, Transportation Planner

SUBJECT: PROGRAMMING OF BID SAVINGS OF LOCAL MPO AMERICAN RECOVERY
AND REINVESTMENT ACT (ARRA) FUNDS – TECHNICAL AMENDMENT

On January 27, 2010, the MAG Regional Council approved the guidelines for programming unobligated ARRA Local funds. The guidelines allow local agencies with the ARRA project bid savings to have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with Arizona Department of Transportation – Surface Transportation Program (ADOT –STP) funds and move the project savings to an eligible project that is above \$200,000 and can obligate before September 30, 2010, including new projects. In addition, the guidelines stipulated that any jurisdiction that cannot meet the \$200,000 threshold and obligation deadline of September 30, 2010 would return the project savings to the regional pool for reallocation. This technical memorandum outlines recommendations for allocation of potential bid savings from ARRA funds.

Call for Projects

A call for projects was sent to members of the Transportation Review Committee and Intergovernmental representatives on Monday, March 29, 2010. The attachment memorandum and submittal template detailed instructions on how to submit projects for consideration. Jurisdictions that want to include a project for consideration must return this list to MAG staff by **April 5, 2010**. **NO ADDITIONAL PROJECTS WILL BE CONSIDERED AFTER THIS DATE.** MAG staff will work with Federal Highway Administration (FHWA) and ADOT to determine if a project has the potential to obligate given its advancement in the federal and state process. Projects which do not fit this criterion will not be included for consideration and any savings will be included in a sub-regional funds pool. This process is described further below.

Regional Equity

The number one consideration is for individual jurisdictions to utilize funds, however, not all agencies will have enough bid savings to be applied toward a project, or a project that can be obligated within the time allowed. Given the unknown factors in the process, including the amount of potential bid savings, ADOT's ability to process additional projects, and regional equity issues, MAG is recommending that member agencies are grouped into sub-regions for purposes of allocating funds. Members within each sub-region will negotiate and present to MAG a final rank-list of regional projects to be added to the Transportation Improvement Program (TIP) for funds which are

unallocated due to bid savings. The process by which this is determined is at the discretion of the group and not by MAG policy. A proposed sub-regional breakdown by jurisdiction is attached in Appendix A.

Technical Programming Recommendation

MAG staff is recommending the following technical amendment regarding potential savings from project bids:

1. A member agency may apply bid savings to a project within its own jurisdiction if MAG staff working with ADOT and FHWA has determined that they have a project that can obligated by August 15, 2010.
2. Any bid savings which cannot be utilized within a jurisdiction shall be applied to a sub-regional pool. The sub-regional list will comprise projects which have been determined to have the ability to obligate by August 15, 2010. Member agencies within the sub-region will rank and prioritize the project list to be included in the MAG TIP.
3. Any funds that remain and are not obligated by August 15, 2010 will be returned to ADOT to be applied toward a statewide project.

Timeline

The following timeline is recommended in order to ensure that the MAG committee process can be followed while allowing enough time for obligation of projects.

Date	Description	Organization
March 2, 2010	All MAG region projects obligated	FHWA
April 5, 2010	FINAL project list submitted to MAG staff	MAG
May 15, 2010	All MAG project bids opened	ADOT
August 15, 2010	ADOT deadline for obligating projects	ADOT
September 30, 2010	FHWA deadline for obligating projects	FHWA

The Transportation Review Committee recommended approval of an amendment to the guidelines for programming unobligated ARRA Local funds as stated in this memorandum. MAG staff is available to work with your jurisdiction to answer questions. Please contact Alice Chen or Roger Herzog at (602) 254-6300.

cc: Intergovernmental Representatives

APPENDIX A: Sub-regional Divisions

East Valley

Apache Junction
Chandler
Gilbert
Guadalupe
Mesa
Queen Creek
Tempe

Northeast Valley

Carefree
Cave Creek
Fountain Hills
Paradise Valley
Salt River Pima-Maricopa Indian Community
Scottsdale

Northwest Valley

El Mirage
Glendale
Peoria
Surprise
Wickenburg
Youngtown

Southwest Valley

Avondale
Buckeye
Goodyear
Litchfield Park
Maricopa County
Tolleson

Phoenix

Phoenix

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2010

SUBJECT:

Transit Allocation Methodology for Proposed Federal Economic Stimulus Legislation - Potential Changes Due to Loss of Local Transportation Assistance Funds

SUMMARY:

The methodology by which to allocate any transit funds from a potential second round of stimulus funding has been on the agenda for information, discussion and action during MAG committee meetings. In February 2010, the Transit Committee and Transportation Review Committee recommended approval that any transit funds from a second stimulus bill that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008-2012 MAG TIP as appropriate. At the Management Committee meeting on March 10, 2010, it was recommended that given that Local Transportation Assistance Funds (LTAF) would no longer be available to member agencies, this agenda item should go back through the committee process for discussion of any changes, if necessary, to the recommendations in light of the loss of the LTAF.

The original recommendations are outlined below:

1. Operating assistance – bus and rail (Up to maximum allowable)
 - Split using operating costs (Approximately 87percent bus /13percent rail)
- a. Operating assistance - bus
 - Allocated based on revenue miles of service provided within urbanized area
- b. Operating assistance – light rail
 - Allocated based on track miles of service provided within urbanized area
2. ADA Assistance (10 percent)
 - Allocated based on ADA trips provided within urbanized area
3. Preventive maintenance – bus and rail (balance of funds)
 - Split using operating costs (Approximately 87 percent bus /13 percent rail)
- a. Operating assistance - bus
 - Allocated based on revenue miles of service provided within urbanized area
- b. Operating assistance – light rail
 - Allocated based on track miles of service provided within urbanized area

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of these recommendations would address the need for operating and preventative maintenance assistance for transit operators in the MAG region. As well, it would help ensure that sub-allocated transit funds are not lost to the MAG region. Any decision regarding the loss of LTAF

in the region has not been identified and this policy action would allow funding for transit to move forward should a new jobs bill be passed.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 2008 - 2012 TIP would need to be amended to include items for operations, ADA operations and ADA preventative maintenance, and preventative maintenance.

POLICY: The method by which funds would be allocated to transit operators are the same principles applied to savings from ARRA I projects.

ACTION NEEDED:

Recommend approval that transit funds that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate.

PRIOR COMMITTEE ACTIONS:

On April 14, 2010, the Management Committee recommended approval that transit funds that are required to be under contract within ninety days be allocated toward operations (up to the maximum allowable), ADA operations and ADA preventive maintenance (10 percent), and preventive maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008- 2012 MAG TIP as appropriate.

MEMBERS ATTENDING

- | | |
|--|--|
| Patrice Kraus for Mark Pentz, Chandler | Darryl Crossman, Litchfield Park |
| Carl Swenson, Peoria, Vice Chair | Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| Charlie McClendon, Avondale | David Cavazos, Phoenix |
| Scott Lowe for Stephen Cleveland,
Buckeye | # John Kross, Queen Creek |
| * Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Usama Abujbarah, Cave Creek | Dave Richert, Scottsdale |
| Spencer Isom for B.J. Cornwall, El Mirage | Michael Celaya for Mark Corona, Surprise |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Jeff Kulaga for Charlie Meyer, Tempe |
| Julie Ghatti for Rick Davis, Fountain Hills | # Chris Hagen for Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Gary Edwards, Wickenburg |
| * David White, Gila River Indian Community | Lloyce Robinson, Youngtown |
| Michelle Gramley for Collin DeWitt, Gilbert | Robert Samour for John Halikowski, ADOT |
| Brent Stoddard for Ed Beasley, Glendale | Kenny Harris for David Smith,
Maricopa County |
| Mark Gaillard for John Fischbach, Goodyear | David Boggs, Valley Metro/RPTA |
| Bill Hernandez, Guadalupe | |

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

MAG Transportation Review Committee: On March 29, 2010, the committee reaffirmed the use of ARRA II they had previously recommended for approval with the condition that the Committee may

request to re-hear the item contingent on the decisions made by MAG Member Agencies regarding the sweeping of the LTAF funding.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Kwi-Kang Sung for Floyd Roehrich
* Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
Gila Bend: Eric Fitzer for Rick Buss
Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
* Guadalupe: Gino Turrubiarres

Litchfield Park: Paul Ward for Woody Scoutten
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Wylie Bearup for Ed Zuercher
* Queen Creek: Troy White
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

* Not present

Management Committee: On March 10, 2010, it was recommended that given that Local Transportation Assistance Funds (LTAF) would no longer be available to member agencies, this agenda item should go back through the committee process for discussion of any changes, if necessary, to the recommendations in light of the loss of the LTAF.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair
Carl Swenson, Peoria, Vice Chair
George Hoffman, Apache Junction
Rogene Hill for Charlie McClendon, Avondale
David Johnson for Stephen Cleveland, Buckeye
* Gary Neiss, Carefree
Wayne Anderson for Usama Abujbarah, Cave Creek
Spencer Isom for B.J. Cornwall, El Mirage
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation
Rick Davis, Fountain Hills
Rick Buss, Gila Bend
* David White, Gila River Indian Community
Tami Ryall for Collin DeWitt, Gilbert
Brent Stoddard for Ed Beasley, Glendale

Mark Gaillard for John Fischbach, Goodyear
Bill Hernandez, Guadalupe
Darryl Crossman, Litchfield Park
Christopher Brady, Mesa
Jim Bacon, Paradise Valley
Thomas Remes for David Cavazos, Phoenix
John Kross, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Dave Richert, Scottsdale
Randy Oliver, Surprise
Jeff Kulaga for Charlie Meyer, Tempe
Chris Hagen for Reyes Medrano, Tolleson
Gary Edwards, Wickenburg
Lloyce Robinson, Youngtown
* John Halikowski, ADOT
David Smith, Maricopa County
David Boggs, Valley Metro/RPTA

* Those members neither present nor represented by proxy.

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

MAG Transportation Review Committee: On February 25, 2010, the committee recommend that funds that are required to be under contract within ninety days be allocated towards operations (up to maximum

allowable), ADA assistance (10 percent), and preventative maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008-2012 MAG TIP as appropriate.

MEMBERS ATTENDING

Peoria: Andy Granger for David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
El Mirage: Pat Dennis for Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Eric Fitzer for Rick Buss
Gila River: Sreedevi Samudrala for Doug Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Gino Turrubiarres
Litchfield Park: Paul Ward for Woody Scoutten

Maricopa County: Mike Sabatini for John Hauskins
Mesa: Jeff Martin for Scott Butler
Paradise Valley: Bill Mead
Phoenix: Wylie Bearup for Ed Zuercher
* Queen Creek: Wendy Kaserman
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant
Tempe: Jyme Sue McClaren for Chris Salomone
Valley Metro Rail: Wulf Grote for John Farry
* Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

Street Committee: Dan Cook
* ITS Committee: Debbie Albert
Bicycle/Pedestrian Committee: Peggy Rubach

* Transportation Safety Committee: Kerry Wilcoxon

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

MAG Transit Committee: On February 11, 2010 , the Committee recommended approval that funds that are required to be under contract within ninety days be allocated toward operations (up to maximum allowable), ADA assistance (10percent), and preventative maintenance by applying the principles outlined by RPTA for project savings from ARRA I funds; and amend the FY 2008-2012 MAG TIP as appropriate.

MEMBERS ATTENDING

Phoenix: Debbie Cotton, Chair
ADOT: Mike Normand
Avondale: Rogene Hill
Buckeye: Andrea Marquez
Chandler: RJ Zeder
El Mirage: Pat Dennis
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Cathy Colbath
Goodyear: Cato Esquivel
Maricopa County: Mitch Wagner
Mesa: Mike James

Paradise Valley: William Mead
Peoria: Maher Hazine
* Queen Creek: Wendy Kaserman
Scottsdale: Theresa Huish
Surprise: Michael Celaya
Tempe: Robert Yabes for Jyme Sue McLaren
Tolleson: Chris Hagen
Valley Metro Rail: Wulf Grote
Regional Public Transportation Authority: Carol Ketcherside

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

CONTACT PERSON:

Alice Chen, Transportation Planner, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

April 15, 2010

SUBJECT:

FY 2010 MAG Mid-Phase Public Input Opportunity

SUMMARY:

The Maricopa Association of Governments (MAG) conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2010 Mid-Phase Input Opportunity provides an opportunity for input on the Draft FY 2011-2015 Transportation Improvement Program (TIP) and Draft Regional Transportation Plan 2010 Update. During the Mid-Phase Public Input Opportunity, MAG participated in and cosponsored events with the Arizona Department of Transportation (ADOT), Regional Public Transportation Authority (Valley Metro), and Valley Metro Rail (METRO). Various forums for input were used during the FY 2010 Mid-Phase Input Opportunity. MAG received public comment at all MAG policy committees during the phase. In addition, MAG also received comment via telephone and online correspondence.

The Mid-Phase input opportunity culminated with a Joint Transportation Public Hearing on Friday, March 19, 2010, co-hosted by MAG, the Arizona Department of Transportation (ADOT), Citizen's Transportation Oversight Committee, Valley Metro, METRO and the City of Phoenix Public Transit Department. A court reporter was in attendance to record public comment. A transcript of the hearing is included in this report. Written responses to comments made during the phase are included in Section II of the FY 2010 Mid-Phase Input Opportunity Report.

PUBLIC INPUT:

Input was received throughout the Mid-Phase Input Opportunity and is included in the attached Draft FY 2010 Mid-Phase Input Opportunity Report.

PROS & CONS:

PROS: The FY 2010 Mid-Phase Public Input Opportunity provides an opportunity for the public to provide comment on draft transportation plans and programs prior to approval by MAG policy committees, in accordance with federal law. The input process also provides information regarding the meeting process, content, and results to participants, staff, decision makers, federal agencies and other interested parties.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This input will be considered in the development of the Draft FY 2011-2015 Transportation Improvement Program.

POLICY: MAG adopted an expanded public involvement process for the annual update of MAG transportation plans and programs, in accordance with the Transportation Equity Act for the 21st Century (TEA-21). The public involvement process is divided into four phases: early input, mid-phase, final phase and continuous involvement. The Mid-Phase process fulfills both the federal requirements and MAG policy, while the report conveys these results to policymakers.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

On April 14, 2010, the MAG Management Committee heard a presentation on the Report.

MEMBERS ATTENDING

- | | |
|--|--|
| Patrice Kraus for Mark Pentz, Chandler | Darryl Crossman, Litchfield Park |
| Carl Swenson, Peoria, Vice Chair | Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| Charlie McClendon, Avondale | David Cavazos, Phoenix |
| Scott Lowe for Stephen Cleveland,
Buckeye | # John Kross, Queen Creek |
| * Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Usama Abujbarah, Cave Creek | Dave Richert, Scottsdale |
| Spencer Isom for B.J. Cornwall, El Mirage | Michael Celaya for Mark Corona, Surprise |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Jeff Kulaga for Charlie Meyer, Tempe |
| Julie Ghatti for Rick Davis, Fountain Hills | # Chris Hagen for Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Gary Edwards, Wickenburg |
| * David White, Gila River Indian Community | Lloyce Robinson, Youngtown |
| Michelle Gramley for Collin DeWitt, Gilbert | Robert Samour for John Halikowski, ADOT |
| Brent Stoddard for Ed Beasley, Glendale | Kenny Harris for David Smith,
Maricopa County |
| Mark Gaillard for John Fischbach, Goodyear | David Boggs, Valley Metro/RPTA |
| Bill Hernandez, Guadalupe | |

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

CONTACT PERSON:

Jason Stephens, MAG Public Involvement Planner, (602) 254-6300.



DRAFT

FY 2010



MID PHASE INPUT OPPORTUNITY REPORT



**APRIL
2010**



Maricopa Association of Governments (MAG)

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Contact Person: Jason C. Stephens

Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. MAG also partners with the Arizona Department of Transportation (ADOT), Valley Metro, METRO (light rail) and the City of Phoenix Public Transit Department to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation guidelines known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which were recently extended through December 2010, emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

It is important to note that the public involvement process is tied to the planning and programming process. If there are changes in the planning and programming cycles, there will be changes to the public involvement phases. Due to a variety of factors, these cycles changed for fiscal year (FY) 2009, but were back on track in FY 2010 and follow the phases outlined in the adopted MAG Public Participation Plan. Where possible, ADOT, Valley Metro, METRO and the City of Phoenix Public Transit Department participated with MAG in its public outreach efforts.

INPUT OPPORTUNITIES

Various forums for input were used during the FY 2010 public involvement process. In addition to all of the committee meetings held during the fiscal year, MAG also received comment during a variety of events/meetings. To date, FY 2010 has included small and large group presentations, special event participation and a Transportation Public Hearing hosted by MAG in cooperation with the Arizona Department of Transportation, Valley Metro, METRO and the City of Phoenix Public Transit Department. A court reporter was in attendance to record public comment at the public hearing. A transcript of the hearing is included in this report. MAG also received comments via the Web site, e-mail and through telephone correspondence. To provide residents with answers to the comments and questions voiced during the public hearing, written responses are included in this report.

EVENTS

To date, MAG has hosted and participated in a variety of input opportunities in FY 2010, including small and large group presentations, special events and public meetings/hearings. All events were held to provide input opportunities for residents in the MAG region. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. Events and presentations were conducted in cooperation with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA/Valley Metro), Valley Metro Rail (METRO) and most recently with the City of Phoenix Public Transit Department, whenever possible. Many of the group presentations were a result of the efforts of MAG's Disability Outreach Associate working with the disability community to increase awareness of MAG and to foster participation of the community in the planning and programming process.

Special events and public meetings/hearings

Martin Luther King Day Festival
Scottsdale Area Association of Realtors Expo
Hispanic Women's Conference
Surprise Disability Summit
Arizona Disability Expo
Tres Rios Nature Festival
Transportation Public Hearing

Group presentations

STAR (Staying Together and Recover)
Compass All Disabilities
Foundation for Blind Children
Behavioral Health Group
People First Advocacy for Developmental Disabilities
United Cerebral Palsy
Venture Out Disability Group
Muscular Dystrophy Support Group

All of these public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials, such as large print, Braille, and FM/Infrared Listening Devices, were available upon request.

SUMMARY OF INPUT

A summary of input received thus far in FY 2010 is listed below. Each question/comment was answered either at the event/meeting or responded to after the event/meeting via e-mail, telephone, in person or written correspondence.

- ▶ What does MAG stand for?
- ▶ Are all of the cities and towns part of MAG?
- ▶ Is there any light rail coming to Scottsdale?
- ▶ Has the popularity of the light rail continued as time has progressed?
- ▶ Do you need one “disability card” to ride or several cards to ride transit?
- ▶ Do we need separate cards for transit and para transit?
- ▶ How soon are the Census results expected?
- ▶ How soon do you expect to get funding from the federal government as a result of the Census data?
- ▶ What questions are on the Census form?
- ▶ Do businesses pay for part of the cost of bus stops?
- ▶ Is the 101 highway on Indian land?
- ▶ Demand service on Dial-a-Ride should cost more than prescheduled trips.
- ▶ Is Dial-a-Ride Valleywide?
- ▶ I am very thrilled with Dial-a-Ride; drivers are incredible.
- ▶ I am very grateful for Dial-a-Ride.
- ▶ Making reservations on Dial-a-Ride has improved.
- ▶ There is a problem getting to the new Disability Empowerment Center on East Washington in Phoenix, especially if traveling west on light rail.
- ▶ There is no light rail stop right at the Disability Empowerment Center, so you have to take a bus or walk to the DEC.
- ▶ What is the difference between express bus and rapid transit bus?
- ▶ What are circulators?
- ▶ Are there only two circulators?
- ▶ What is the Link in Mesa?
- ▶ Do you have the streets that run along Smart (circulator corridor)?
- ▶ Are there any circulators in north Phoenix?
- ▶ Is there any rapid transit in north Phoenix?
- ▶ How far south does Smart (circulator) go?
- ▶ Sometimes the circulator comes only so close to your destination, but not close enough.
- ▶ There seems to be a short in the loud speaker system on some of the buses.
- ▶ Sometimes monthly passes are not working.
- ▶ Do the three-day and seven-day passes have to be used consecutively, after beginning to use the passes the first time?
- ▶ What is happening with making Dial-a-Ride a regional program?

- ▶ Is there any transit in the City of Maricopa?
- ▶ How much has the ridership increased for transit over past 10 years?
- ▶ Is the ridership on Dial-a-Ride increasing?
- ▶ Did the state get stimulus money for highways?
- ▶ Why are there layovers for buses?
- ▶ Are they still using the kudos cards?
- ▶ How much is Arizona going to get for stimulus funds?
- ▶ Does Valley Metro have any plans to expand the Buzz (circulator) to go to banks or grocery stores or shopping centers?
- ▶ How do MAG and ADOT interface?
- ▶ Is MAG looking for funds from the Stimulus Bill?
- ▶ How do you get signed up for Dial-a-Ride Service?
- ▶ MAG should be expanded to cover statewide planning.
- ▶ Do you have to be certified as having a disability to use Dial-a-Ride?
- ▶ How can Dial-a-Ride legally ask whether you have a disability?
- ▶ Is there any way to store a wheelchair on the light rail?
- ▶ Can you use a debit or credit card on light rail?
- ▶ Are there restrooms at light rail stations?
- ▶ Are there plans to extend the light rail?
- ▶ What is the status of the proposed increase in transit fares?
- ▶ How will persons with disabilities be able to get seats on the light rail train if there is no driver to request passengers to offer them a seat?
- ▶ It was suggested there be a yearly pass for just local buses in each city to cut down costs of sending out monthly passes. What might a yearly pass cost?
- ▶ There is very much enthusiasm for the new light rail!
- ▶ I have great concern about increased fares and decreased hours of bus service in very early mornings and late nights because some people need service at those hours to get to and from jobs.
- ▶ I'm am concerned about crossing from the light rail platform to the public sidewalk.
- ▶ Where can persons with disabilities get half fare I.D. cards?
- ▶ They (cities and Valley Metro) shouldn't be cutting Saturday bus service to Sunday schedules.
- ▶ How do you get a bus route east of Power Road in Mesa?
- ▶ What is the difference between Valley Metro and STS (Special Transportation Services) Program?
- ▶ Bus stops should be more convenient.
- ▶ What is difference between carpooling and vanpooling?
- ▶ How can we better coordinate the bus system and people needing buses?
- ▶ How does Dial-a-Ride work?

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), recently extended by Congress through December 2010, continues to emphasize public involvement in the metropolitan transportation planning process that existed under the previous legislation known as Transportation Equity Act for the 21st Century (TEA-21). The intent of SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

In December 2006, the Maricopa Association of Governments (MAG) Regional Council adopted a public participation plan outlining the public involvement process for receiving public

The MAG process for public involvement receives public opinion in accordance with federal requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process.

opinion, comment and suggestions on transportation planning and programming in the MAG region, in accordance with federal requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process, as defined in the MAG Public Participation Plan, is divided into four phases: Early Phase, Mid-Phase, Final Phase and continuous involvement. The Early Phase meetings are designed to ensure early involvement of the public in the development of these plans and programs; the Mid-Phase process is for input on initial plan analysis for the TIP and Plan, and the Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis. Continuous involvement is conducted throughout the annual update process and includes activities such as providing presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

It is important to note that the public involvement process is tied to the planning and programming process. If there are changes in the planning and programming cycles, there will be changes to the public involvement phases. Due to a variety of factors, these cycles changed for FY 2009, but were back on track in FY 2010 and have, thus far, followed the phases outlined in the adopted MAG Public Participation Plan.

MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public involvement in the planning and programming process. Federal law requires that each state designate a Metropolitan Planning Organization (MPO) for urbanized areas with 50,000 or more population. MAG was designated as the MPO for the Maricopa region in 1973, and undergoes federal certification as outlined in transportation regulations.

MAG is responsible for preparing both short-range and long-range transportation plans, and for seeking citizen input into these plans. For its short-range plan, MAG develops a five-year Transportation Improvement Program (TIP) that includes all transportation projects for the region. All transportation projects must be included, regardless of how they are funded. For its long-range plan, MAG is responsible for preparing a 20-year Regional Transportation Plan. Both plans are typically updated every year, and both must undergo an air quality conformity analysis to ensure that transportation activities do not contribute to violations of the federal air quality standards.

In 1994, the MAG Regional Council, which serves as the organization's governing body, adopted an aggressive public involvement program designed to provide Valley residents with as many opportunities for comment on MAG transportation plans as possible. This program was enhanced in 1998 and has been improved each year through a variety of methods, including consulting with Valley residents on the effectiveness of the process.

As a result of new requirements under TEA-21, in April 1999, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande, 1999, and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (STIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined (see page 10).

When SAFETEA-LU was passed in 2005, MAG once again updated its Public Participation Plan, which was approved by the MAG Regional Council in December 2006. The plan was advertised for 45-days prior to approval and was developed with all interested parties as defined in the SAFETEA-LU guidelines. The plan retains all of the previous opportunities for input adhered to in the MAG process and incorporates SAFETEA-LU's suggested improvements, such as an increased emphasis on visual aids and utilization of online internet capabilities in garnering input. As noted earlier, MAG will examine the effectiveness of the participation plan in relation to future planning and programming cycles.

MAG's public involvement process currently adheres to all federal requirements related to public involvement. Through the years, MAG has coordinated public involvement processes and activities with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA/Valley Metro), Valley Metro Rail (METRO) and most recently with the City of Phoenix Public Transit Department. This coordination has helped create an efficient and effective public participation process.

Multimodal Regional Planning Process

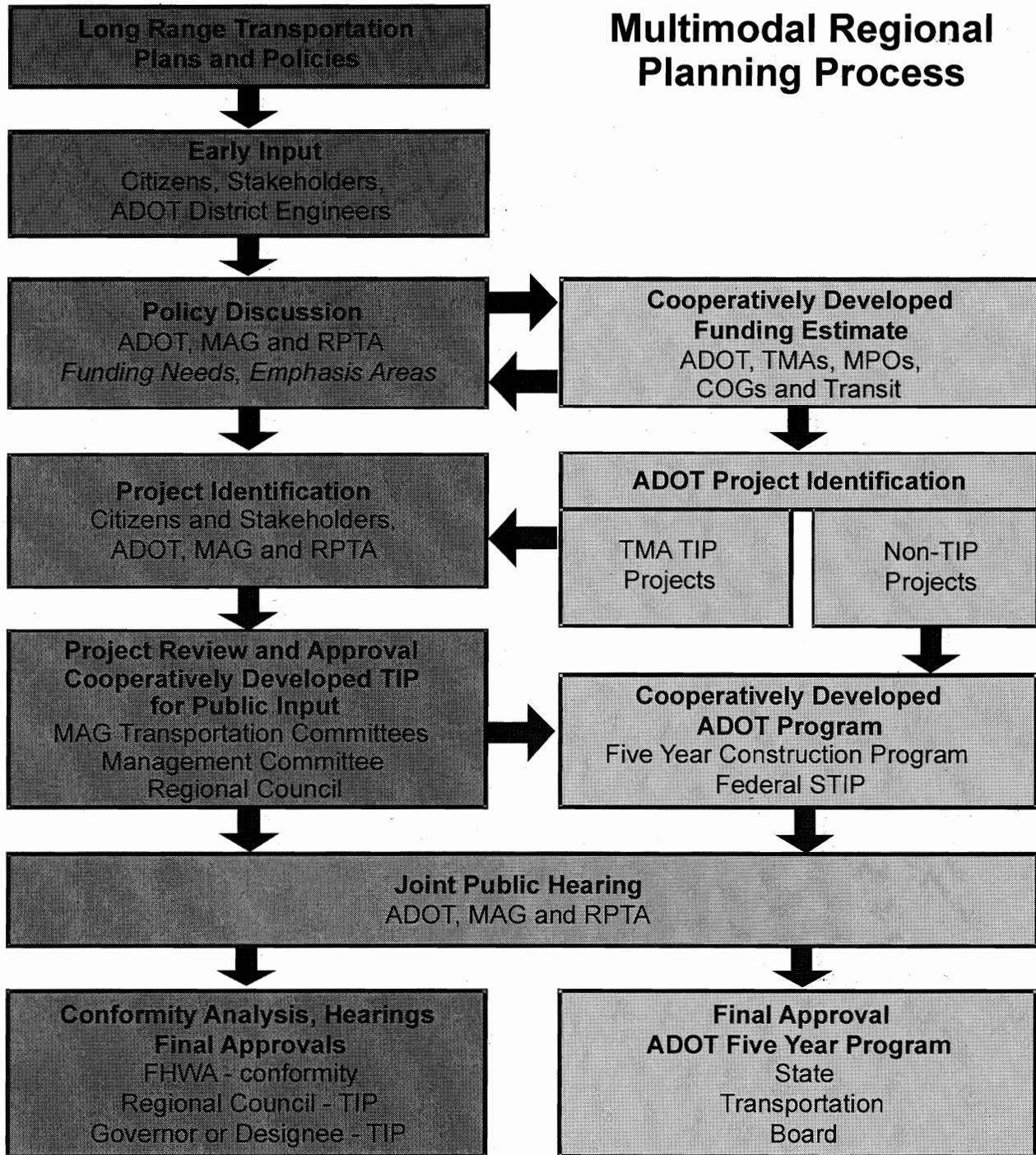


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * **TMA:** Transportation Management Area
- * **FHWA:** Federal Highway Administration
- * **RPTA:** Regional Public Transportation Authority
- * **COG:** Council of Governments
- * **MPO:** Metropolitan Planning Organization

Guiding Principles
Arizona Transportation Planning and Programming Process
Casa Grande Resolves

- ◆ One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plans and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

During the current input cycle, the public was informed of public involvement events through a variety of methods. The Transportation Public Hearing was announced with press releases, targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, and advertised in the form of a public notice and display advertisement in *The Arizona Republic*. A postcard notice of the Transportation Public Hearing was also sent to approximately 25 regional libraries throughout the Valley. Each library was sent 20 postcards. MAG was also part of several other events (listed earlier) that were advertised on radio and television outlets, and in newspapers across the Valley. Public comment is encouraged at all of MAG's technical and policy meetings, which are noticed in accordance with state open meeting laws and posted on the MAG Web site at www.mag.maricopa.gov.

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section includes comments received during the Transportation Public Hearing held on March 19, 2010. A court reporter was in attendance to record comments verbatim. Comments made at the hearing received a formal response from MAG staff with assistance from the Arizona Department of Transportation, Valley Metro and METRO where necessary.

Comments from Maria Hernandez, Phoenix resident

Comment: Where I live in South Phoenix we're having an issue with the bus stop. We don't have a bench on the northeast side of our area.

Response: Requests for bus stop amenities can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. The staff at Valley Metro/RPTA will direct these requests to the appropriate operating agency.

Comment: Also, we've been having some problems with the Dial-a-Ride drivers. It seems like they're not picking up ADA riders in time. If they have an appointment with the doctor, they don't take them in time for their appointment, so I have friends complaining about the Dial-a-Ride service.

Response: Comments regarding Dial-a-Ride Service can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. When addressing a specific situation, it is always helpful to reference the vehicle number and time of day.

Comment: For the light rail and the buses, I'm a handicapped person. I'm not in a wheelchair or a walker or anything like that, but I have hard times getting on and off the bus. And I always expect the drivers to get closer to the curb for me or if they could lower the ramp to the bus as you get off. I just want the system to work better for everyone for the seniors for the handicapped and also for those who are having a hard time.

Response: Comments regarding bus service can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. When addressing a specific situation, it is always helpful to reference the vehicle number and time of day.

Comments from Jeff Rosen, Phoenix resident

Comment: I take the light rail nine times out of 10. It's my understanding that the seats are supposed to be up, but nine times out of 10, I have to beg, cajole and plead and people look at me like I have two heads.

Response: Valley Metro Rail has an established a code of conduct for riders. METRO ordinances and policies were enacted to protect the safety, security and health of its passengers. Violators are subject to fines ranging from \$50 to \$500 dollars and may lose their transit privileges. Regarding this specific issue, the Valley Metro Rail policy states that passengers are to “respect priority seating areas for passengers with disabilities. You may use them, but must surrender them to someone using a wheelchair or scooter.”

Comment: I also frequent the buses. I have straps on my chair. That tells the driver that’s what you connect to, not on the arm, not through the wheel. I just don’t know what to do anymore.

Response: Comments regarding bus service can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. When addressing a specific situation, it is always helpful to reference the vehicle number and time of day.

Comments from Dianne Barker, Phoenix resident

Comment: (speaking on behalf of two people not present at the hearing) Please extend the hours of more bus routes and tell all the people in government, from the mayor on down, to only use transit for a full week.

Response: Proposition 400 provides funding for expanding the regional transit system. However, plans for expanding service have been significantly reduced because of declining revenues resulting from the economic downturn.

Comment: When we’re looking at the transit plans, I think we need to get the next rail up and fast. We have more accidents after studying it around the US 60 coming around the Broadway curve and even on the I-10. I’d like to see it (rail) elevated in the future, go down to Tucson, become on where we already own the land because that's where a majority of money went for the at-grade rail. And have that paved and put it up into fast transit, bring it around the deck park, have it connect into express buses, which we need to have more of those even during the day. The express buses go up Grand Avenue and the fast rail goes out on the I-10 to Buckeye where it is one of the fastest-growing cities, and it sits on a water table, so we'll be able to support this in the future.

Response: The MAG Regional Transit Framework Study provides a long range blueprint for expanding the regional transit system. However, new sources of revenue will be needed to implement the study recommendations. Regarding rail options between Phoenix and Tucson, MAG will coordinate closely with the upcoming Arizona Department of Transportation’s Phoenix-Tucson Intercity Rail Alternatives Analysis.

Comment: We need to extend the road around the South Mountain, probably a toll road, because we don't have money to do that and we'll bring the fast buses all around.

Response: Presently, the Regional Transportation Plan fully funds the South Mountain Freeway for construction.

Comments from Greta Rogers, Phoenix resident

Comment: I would like to ask you to dedicate yourselves, along with ADOT and local communities, to real research and planning for a rail system that connects Tucson to Phoenix on to LA and commuter rail among and between the many communities that have grown and become very viable in Maricopa County. That will improve our air quality measurably and we have plenty of track. Plenty of track mostly used just for freight anymore since no passenger train comes here, but it's there and available and the planning should be facilitated.

Response: In June 2009, MAG joined the Western High Speed Rail Alliance to determine the viability of developing and promoting a high-speed rail network throughout the Intermountain West. Regarding rail options between Phoenix and Tucson, MAG will coordinate closely with the upcoming Arizona Department of Transportation's Phoenix-Tucson Intercity Rail Alternatives Analysis.

Comment: We have a critical and crisis situation that's been ongoing for years in this state on I-10. Now, between Picacho and Maricopa Road, and on I-17 from Anthem north to I-40, it looks like an old fashioned two-lane, each way freeway. Those haven't been built in other parts of this country for 50 years. Let's get up to date and remove the suicide I-10 and the suicide I-17 and facilitate traffic in a timely manner and safely.

Response: Over the past five years, ADOT has completed three projects that have widened I-10 between Tucson and Picacho Peak. A fourth widening project is under construction between Picacho Peak and Picacho. ADOT will open bids in April on another project to widen I-10 between Picacho and the junction of I-8. The Tentative Five-Year Construction Program that is currently being reviewed by the State Transportation Board has funding to widen I-10 between the junction of I-8 and Val Vista Road north of Casa Grande and to add two lanes to the highway between the Loop 202 and Riggs Road.

ADOT has two studies in progress to identify improvements to I-17 between New River and Flagstaff. Building highways through mountainous areas is very expensive; the current estimate to add one lane in each direction between New River and Cordes Junction is \$500 million. The highway will have to be improved in phases over a long period of time, with the first priority the segment between Black Canyon City and Sunset Point.

Comment: On the Pecos Road alignment that somebody drew a dotted line on a piece paper about in 1982 and the Regional Transportation Plan of Maricopa County approved in '85, that's 25 years ago. In that length of time the community of Ahwatukee is 99 percent built out residential. This is no longer a viable route for a main interstate or freeway. And to spend 300,000 plus a mile for 22 miles when it will not facilitate movement of traffic southeast to central Phoenix or west in any measurable manner. This road is no longer timely nor viable as an interconnection from 10 to 10 east to west and it will not

carry measurable traffic. And we don't need a truck bypass here. It should be 10 to 85 to 8 to 10. And that's your truck bypass.

Response: It is important to note that the South Mountain Freeway corridor is a regional facility that provides a critical link between population and employment centers in both the East and West Valleys, and is not strictly a freeway for the residents of Ahwatukee. MAG studies continue to show the demand for this facility that will carry in excess of 170,000 vehicles per day.

Comments by Marcus Schmidt, Phoenix resident

Comment: I'm wondering if the projections that were presented today and the plans take into account the recent decision by our lovely state legislators to reallocate the lottery funds away from transportation to other items.

Response: Area transit operators are currently convening to assess the impacts and potential service reductions that will result in the elimination of Local Transportation Assistance Funds (LTAF). Projections included in the Regional Transportation Plan will be updated to reflect the elimination of these funds.

Comment: I just spent a month in Denver, a city that is smaller than ours, but similar in a lot of ways to Phoenix, and dealing with a lot of same problems and yet there are three operational light rail lines there that run very frequently and very reliable, and they already have plans to soon add more. And why we can't find the money to do that is very clear. It's going into freeways and roads. I'd say the time for heavy rail is now. You don't need a new revenue source. You need to prioritize where you're spending the money and take it out of things that's just going to increase the pollution and increase the congestion on our roads.

Response: In addition to the legislated distribution of half-cent sales tax revenues to freeways, the Regional Transportation Plan (RTP) that accompanied the Prop. 400 ballot issue indicated that a specific portion of federal transportation funds would be spent on the freeway system. Voter approval of Prop. 400 indicated support for this distribution of federal funds to freeways, and it has been a key element in the RTP in response to the voter mandate. Increased investments in public transit are needed to increase service levels, providing travelers with transportation choices. However, more than 98 percent of the travel in the region is accomplished by auto, and shifting funding from the freeway program to other modes would eliminate vital projects, increasing congestion and reducing system performance.

Comments from Denny Khav, Chandler resident

Comment: My concern would be the lack of any type of public transit in the south Chandler area. There is many people who live in the neighborhoods who say I wish we had a bus or something to connect to the light rail, but there currently is no way other than driving your car on the one-lane road up to any type of public transportation. And I was just wondering if there is anything that can be done about this.

Response: Bus Rapid Transit Service on Arizona Avenue is scheduled to begin providing service in Fiscal Year 2011. The service will run between Chandler Boulevard in south Chandler to the light rail station in Mesa at Main and Sycamore.

Comment: I don't even know what's up with Route 156 not serving Phoenix anymore, because I actually used that portion a lot. And currently if the Alex gets cut like what people think it is, there will be no way to transfer from the 156 to the 56 bus to get up north and that whole entire section of Phoenix will be completely unserved at all because there is no transit and no buses to serve that area. If there is something that can be done about that to find a way to reconnect at least that portion of Chandler Boulevard to be able to use the bus to get over there without having to take a walk over that bridge. And I know there is a few people who rode that bus before who cannot walk over that bridge and they don't have the strength to. They need that bus. If the Alex really does get cut, then there is no chance of ever transferring to the 56 bus from 48th Street unless they do something with the 56.

Response: Route 156 service in the City of Phoenix was eliminated due to declining sales tax revenues. The City of Phoenix is currently considering reductions to other transit services, including the Alex Circulator, to balance the annual transit budget. At this time, a final decision on the potential reductions to Alex service has not been made.

Comment: There is also no way to get to the park-and-ride lot at 48th Street and Pecos by a local bus unless you take an Alex, which I don't know what is going to happen with it.

Response: The City of Phoenix is currently considering reductions to transit services, including the Alex Circulator, to balance the annual transit budget. At this time, a final decision on the potential reductions to Alex service has not been made.

Comment: Residents of south Chandler looked at the RTP plan and saw we're getting a bus in 2009 and then 2009 came and passed. And then here we are in 2010 and the year is going pretty fast and we still don't have a bus serving that popular shopping area at Gilbert Road and Germann and no bus to go even further south for people to come up who don't have a car.

Response: The 2003 Regional Transportation Plan included new transit service on Gilbert Road between Pecos Road and Riggs Road. However, the extension of this route has been postponed due to the decline in regional sales tax revenue. The Power Road Supergrid route, with service south to Pecos Road, was originally scheduled to be implemented in 2009 but was pushed back to July of 2010. This implementation timeframe could be further postponed due to the loss of LTAF funding and the continued depression of regional sales tax revenues.

Comments from Sean Sweat, Phoenix resident

Comment: Most people are pro transit here. I want multimodal choices, walking, biking, light rail, buses, taxis that could be my car maybe some day. But there is two problems I see in the TIP and in the RTP. We're spending a lot on highways that I don't think we need. I think a lot of people pointed out

the 202 we don't necessarily need that south thing. It was planned 25 years ago. We have the rail option now. Or the 303 it seems a little interesting. I think we're letting the tail wag the dog by responding to where people are going instead of letting people respond to where we're putting transportation corridors. You see that a little bit with buses too. I'm pro transit, but I think we take the buses too far. They don't need to be in east Mesa. They don't need to be down halfway to Tucson, unless you have a trans city route – intracity transit route. They don't need to be up in Surprise. If people want to move there, that's fine. But they need to drive. We can't afford to put buses there. It doesn't really serve much purpose. We need to integrate buses and rail, feeder lines, cross routes.

Response: The recently Regional Transit Framework identifies needed high leverage transit investments that are more competitive with other travel options. This approach is more “market based” than past transit planning efforts in the MAG region, and is dependent on determining what factors affect the choices that transportation system users make in selecting a mode of travel. A market based approach also needs to be informed by system compatibility factors such as land use, local plans and policies, and other regional and statewide efforts such as Building a Quality Airzona (BQAZ). In particular, this study has revealed that in order to attract new transit riders, the future regional transit system will need to provide clear benefits in terms of convenience and time.

Comments from Elliot Fischer, Apache Junction resident

Comment: I'm out in Apache Junction. We still don't have a bus out there, which is beyond me with all the talk in Pinal County with CAAG talking about all these numbers of people. You have to get the residents and the citizens of the Valley used to mass transit and rail if it's going to be successful.

Response: The recently completed MAG Regional Transit Framework Study identifies the need to future bus service between Apache Junction and the Phoenix urbanized area. However, the implementation of such service would require identifying new revenues for both capital and operating costs.

Comment: Commuter rail is a great idea or heavy rail connecting the cities. I suggest bring it if San Tan Valley is going to be what they're claiming it is and they're talking toll road, which I'm against, I think it is a bad way to go, put the rail system going to Tucson out east then south instead of from Phoenix straight down to Tucson. Utilize – if you're going to continue to go down the path of building freeways, utilize that corridor for your rail as well. When the light rail did go in I was for it because it was better than nothing. But it's still to me you were servicing the merchants and the real estate owners along the route rather than the people who need to use the system and that's the commuters.

Response: The recently completed Commuter Rail System Study evaluated several options for developing a commuter rail system in the MAG Region, including service in the emerging Superstition Vistas area in Pinal County. However, based on overall regional travel demand, the preferred corridor in the southeast valley would follow the existing Union Pacific-Phoenix Subdivision railroad corridor, which runs from Queen Creek into downtown Phoenix.

Comment: If you're going to have an interim bus system why not, like Seattle, electric buses string up the HOV lanes with your cables and run the electric buses from the suburbs in. It's clean, it's cheap. The roadway is there. The infrastructure is there. All you have to do is string up the power and the cables and run it from Apache Junction into Phoenix. I don't see why it hasn't been done, unless you don't want to compete with the automobile. In Chicago, New York, Boston where people are renting cars by the hour. There's not even a need anymore to have connecting routes.

Response: It is anticipated that the regional bus system will be in operation for the foreseeable future. Transit operators in the MAG region have been very progressive in using alternative fuel sources, including both compressed natural gas (CNG) and liquid natural gas (LNG).

Comments from Ross Manicci, Phoenix resident

Comment: My biggest concern is the elimination of the LTAF funding. The reason why for this is I've seen what happened in California with the elimination and now subsequent almost restoration of the state transit system program and I'm afraid what happened there will happen here because that's operational funding and all the progress that MAG, Valley Metro, Phoenix, Tempe, the whole region has made would be wiped away and that's definitely a concern. I'm just wondering what the consequences will be of this. I don't think the RPTA or any of the cities can stand a complete elimination of state assistance. So I urge you to please find a viable solution to help restore this funding.

Response: Area transit operators are currently convening to assess the impacts and potential service reductions that will result in the elimination of Local Transportation Assistance Funds (LTAF). Projections included in the Regional Transportation Plan will be updated to reflect the elimination of these funds. New revenue sources will be required to replace this funding source.

Comments from William "Blue" Crowley, West Valley resident

Comment: Fixed route performance. Even though the farebox recovery ratio went from just under 25 percent in 2009 to 36 percent to 40 percent, routes are being cut.

Response: The largest source of transit operating revenue comes from local and regional sales taxes. Transit services are being reduced due to the economic downturn and the resulting reduction in sales tax collections.

Comment: Hassayampa illustrative map projected population of six million is not reflected in the Arizona future population in the RTP. The Belmont Development can accommodate six million people and will be built over the next 20 to 30 years.

Response: The buildout population estimates used in both the Interstate 10-Hassayampa Valley and Interstates 8 and 10-Hidden Valley Framework studies are based upon the entitled development and general plans by MAG member agencies. The buildout figures also included the full development of the entitled Belmont community in the Tonopah area.

Comment: The private land ownership map in the Urban Atlas that MAG published in 1998 is not reflected in the RTP map.

Response: Land ownership is an important regional land use characteristic and it has been included in the environmental scans that MAG has been preparing as part of the transportation framework studies. The most recently available data is used in these scans and post-dates that used in the 1998 MAG Urban Atlas. The RTP is including findings from the framework studies primarily in the form of illustrative projects and corridors for future consideration in the planning process. Due to limited space in the RTP document, itself, environmental scan data has not been included.

Comment: The Supergrid timeline is insufficient when 75th Avenue does not get bus service until 2026. Litchfield Road does not have bus service even though there are east/west routes of Thomas Road, Indian School Road, and Camelback Road that cross it.

Response: New Supergrid bus routes would require new revenue sources to implement.

Comment: No planning is being done for the project 80,000 people who will live in the area between Wittman and Wickenburg. The rail study only goes as far as Wittman.

Response: The Interstate 10-Hassayampa Valley Roadway Framework Study illustrates a roadway network proposal for this portion of Maricopa County. Additional information for this study may be found at www.bqaz.org.

Comment: The only improvements to SR-74 are right-of-way preservation and it needs rail to move people.

Response: Rail service is not considered a viable options for SR-74.

Comment: LTAF says that elderly are aged 60 and older, but the senior bus fares apply only to age 65 and older.

Response: Guidelines for the Local Transportation Assistance Fund (LTAF) program are established by the State of Arizona, and the senior bus fares are established by the Valley Metro/RPTA Board of Directors. Valley Metro/RPTA has a technical advisory committee on paratransit issues, which has been asked to review this issue.

Comment: An additional two percent tax should be charged – not only per gallon of gasoline, but also per mile of freight and bus pass. This way revenue could go for other purposes than highways.

Response: New approaches to obtaining transportation revenues are needed and warrant consideration. Providing adequate revenues to maintain and improve transportation facilities and services is a growing challenge, not only in Arizona but also in the nation as a whole. Traditional revenue mechanisms, such

as the “cent-per-gallon” gasoline tax, are losing their ability to provide adequate revenues, due to improved vehicle mileage rates and shifts away from gasoline and diesel fuel as transportation fuels. These trends are likely to worsen in the future.

Comment: Operate light rail like heavy rail, where wheels have their own engines.

Response: Light rail and heavy rail are two distinctly different transit technologies with different configuration requirements.

Comment: Want transportation improvements to be more green and less expensive.

Response: MAG is proceeding with several initiatives related to the topic of transportation and sustainable communities. These efforts, among others, involve the HUD Sustainable Communities Program, sustainable transportation-land use integration studies, a zero emissions mobility program, and work with the Urban Land Institute on sustainability and transit oriented development. In addition, MAG is pursuing an agency-wide effort to coordinate and integrate MAG planning programs to address sustainability factors, such as (1) reducing dependence on foreign oil, (2) promoting public health, (3) expanding housing choices to lower the combined cost of housing and transportation, and (4) improving the economic competitiveness of the region.

Comment: How accurate were the projections for the street improvements that appeared in the 1998 Urban Atlas?

Response: The arterial network identified in the 1998 Urban Atlas for the period through 2010 is essentially in place today. As part of the planning process, inventories of the MAG street network are annually updated to reflect the latest improvements that have been constructed. In addition, jurisdictions are surveyed to obtain the most recent projections of future improvements, which are then included in the transportation modeling networks MAG uses to forecast future travel demand in the region.

Comment: Need more coordination with the county to make MAG maps more accurate. Some of the roadways, specifically SR-74, are not shown on MAG maps. (Map of Maricopa County submitted for the record)

Response: Planning for SR-74 is a part of the MAG Regional Transportation Plan for freeway corridor preservation. The Interstate 10-Hassayampa Valley Roadway Framework Study continues this planning effort by providing further definition for the SR-74 corridor between the Hassayampa Freeway and Loop 303.

Comment: More freeway improvements are needed in the Northwest Valley.

Response: Work is under way on constructing Loop 303, which serves the Northwest Valley. Completion of the facility between I-10 and I-17 has largely been programmed in the current Draft

ADOT Five-Year Construction Program, which covers fiscal years 2011-2015. In addition, several new freeway corridors serving the Northwest Valley have been identified in the I-10/Hassayampa Transportation Framework Study, and have been included as illustrative corridors in the Draft MAG Regional Transportation Plan 2010 Update.

Comment: SR-74 is not shown on the maps.

Response: State Route 74 is a key regional facility in the MAG area and has been included on all maps in the Draft MAG Regional Transportation Plan 2010 Update. However, portions of the MAG area may not be included in certain illustrations, and the entirety of the route may not be visible. This was done in cases where the details of a planned transportation improvement is enhanced by including only that portion of the MAG area covered by the improvement.

Comment: More transit corridors are needed.

Response: The recently Regional Transit Framework identifies needed high leverage transit investments that are more competitive with other travel options. This approach is more “market based” than past transit planning efforts in the MAG region, and is dependent on determining what factors affect the choices that transportation system users make in selecting a mode of travel. A market based approach also needs to be informed by system compatibility factors such as land use, local plans and policies, and other regional and statewide efforts such as Building a Quality Arizona (BQAZ). In particular, this study has revealed that in order to attract new transit riders, the future regional transit system will need to provide clear benefits in terms of convenience and time.

Comment: Fifty percent of bus stops are just signs. We are spending a lot of money on park-and-ride lots, but we need to get the bus stops up to standard before spending \$3 million in Buckeye, \$10 million in Glendale, \$3.7 million in Mesa, \$3.7 million in Peoria, \$1 billion for a Skyway to the airport, and \$3 million in Laveen. Only \$700,000 is being spent for bus stop improvements.

Response: Because of the number of bus stops throughout the regional transit system, it is not feasible to provide amenities such as benches and shade structures at every stop. Valley Metro/RPTA has established criteria for ranking and prioritizing investments in bus stops. However, due to the economic downturn, regional funds for bus stop improvements and vehicle upgrades have been eliminated, except that \$19 million was retained to support the regional vehicle communications system upgrade (700 MHz system). In addition, three of the 14 programmed park-and-ride facilities have been postponed beyond 2026, and nine of the 13 programmed transit center projects have been postponed beyond 2026.

Comment: The RPTA member community Sun City should be Maricopa County.

Response: Supervisor Mary Rose Wilcox represents the unincorporated portions of Maricopa County on the Valley Metro/RPTA Board of Directors.

Comment: Rural route transit tickets do not count toward a daily pass.

Response: Due to the expense of operating long-distance, rural transit routes, Valley Metro/RPTA has established a separate fare structure for rural transit routes.

Comment: Transit ticket dispensers are needed at Desert Sky Mall and Arrowhead Mall.

Response: Requests for ticket vending machines at specific locations can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. The staff at Valley Metro/RPTA will direct these requests to the appropriate operating agency.

Comments from Kay Carol Kollock, Valley resident

Comment: ADOT cut into the asphalt on Tegner and constructed planters in place of 2½ lanes of traffic. The road is already deteriorating and pot holes are developing where they made the cuts and paved the road and crosswalk with bricks.

Response: The planters were installed by the Town of Wickenburg and are not part of the ADOT project. The planters were constructed under permit by the town.

Comment: There are no reflectors on the planters, which is a safety issue.

Response: The planters were installed by the Town of Wickenburg and are not part of the ADOT project. The planters were constructed under permit by the town.

Comment: ADOT cut down 60-year-old trees because they would interfere with the utilities, but then planted new trees in the same place.

Response: Unfortunately, the root systems of four old trees interfered with necessary utility work and were in conflict with the needed improvements. ADOT, as part of the project, replanted a number of new Chilean Mesquites in locations that should avoid conflicts in the future while providing for a more uniform landscape appearance.

Comment: The grade of the ramp under the bridge might not meet ADA specifications.

Response: ADA has different requirements for different site conditions and uses. For example, a building with only one means of access, provisions are rather strict. For a multimodal path, they are far less restrictive. The goal is to be less than 5 percent (with no limit on how long the 5 percent is maintained). ADA allows for grades up to 8.3 percent for distances of up to 200 feet. For the path around the bridge, the steepest grade is 4.6 percent for under 100 feet, with far flatter approaches, all meeting ADA requirements.

Comment: The county is not doing all of the improvements to roadways when they are doing construction on them, such as painting bike lanes.

Response: The roadway cross-section of all Maricopa County road improvements is sufficient to allow the designation of bike lanes on the facility. Bike lanes are generally not indicated on an upgraded facility until they can be tied into a significant bike lane facility, which avoids having small, isolated segments of bike lanes in the system. The goal is to expand the bike lane system so that it provides continuity and connectivity for the user.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

TRANSPORTATION PUBLIC HEARING

Friday, March 19, 2010, Noon
302 N. 1st Avenue, Second Floor, Saguaro Room

I. CALL TO ORDER/OPENING REMARKS

- MAG Chair Peggy Neely will call the hearing to order.

II. PRESENTATIONS

- *Draft 2010 Update of the Regional Transportation Plan*
MAG Senior Project Manager Roger Herzog
- *Draft FY 2011-2015 MAG TIP (Includes ADOT 5-year Freeway Program)*
MAG Senior Project Manager Roger Herzog
- *Regional Transit Update*
MAG Transit Program Manager Kevin Wallace
- *Job Access Reverse Commute/New Freedom Update*
Phoenix Public Transit Department Administrative Assistant Wendy Miller

III. PUBLIC COMMENT

- Valley residents will provide input on plans and programs.

IV. ADJOURN

TRANSPORTATION PUBLIC HEARING

Friday, March 19, 2010, Noon

COPY

1 MR. CHAIRMAN: Good afternoon. I'd like to
2 call this meeting to order. I am Victor Flores. I am a
3 District 1 representative of the transportation board.
4 Councilwoman Peggy Neely is busy at this time. Hopefully
5 she will make it before this meeting is over. I will be
6 chairing this public hearing today on her behalf.

7 To those of you who came out to attend the
8 hearing, I thank you for taking the time. Those driving
9 to the meeting who parked in the garage can have their
10 tickets validated -- which reminds me. Those using
11 transit can get transit tickets with presentation of a
12 valley transfer to MAG staff.

13 Now let's stand for the Pledge of Allegiance.

14 This public hearing is one component of the MAG
15 public involvement process. For many years, MAG and ADOT
16 have successfully coordinated planning the processes of
17 the MAG Regional Transportation Plan, the MAG
18 Transportation Improvement Program and ADOT Statewide
19 Transportation Plan and program.

20 This hearing is your opportunity in the region
21 to provide comment on both MAG plans and the ADOT plans
22 at the same time with Valley Metro, METRO, Citizens
23 Transportation Oversight Committee, and City of Phoenix
24 Department of Public Transit representatives in
25 attendance.

1 This is also our opportunity to listen. We are
2 interested in hearing what you have to say regarding the
3 Valley's transportation system. Those who wish to
4 comment will have three minutes to express your concerns
5 on any issue related to transportation in the Valley.

6 Any comments received here today will be taken
7 down verbatim by the court reporter and staff will
8 provide written responses to those comments. The
9 comments and responses will be included in the MAG
10 Transportation Public Involvement Report. This report
11 will be distributed to all MAG policy committees and ADOT
12 for review prior to taking action on any transit
13 programs.

14 Next I would like other members of the panel to
15 introduce themselves. We can start from the left.

16 SPEAKER: Sharolyn Hohman with the CTOC
17 Committee.

18 SPEAKER: Kyle Robinson with CTOC
19 Committee.

20 SPEAKER: Nelson Ladd CTOC Committee
21 District 3.

22 SPEAKER: Good afternoon. Roc Arnett. I'm
23 chair of the Citizen's Transportation Oversight
24 Committee.

25 SPEAKER: Felipe Zubia State Transportation

1 Board district 1.

2 SPEAKER: Jackie Meck mayor of Buckeye.

3 SPEAKER: Dennis Smith with MAG.

4 SPEAKER: Eric Anderson transportation
5 director of MAG.

6 SPEAKER: Steve Hull with ADOT.

7 SPEAKER: Jim Mathien METRO.

8 SPEAKER: Dave Boggs Valley Metro.

9 SPEAKER: Roger Herzog MAG staff.

10 SPEAKER: Kevin Wallace MAG staff.

11 SPEAKER: Wendy Miller City of Phoenix.

12 MR. CHAIRMAN: Thank you. Thank you for
13 being here. And I'm told that there may be other members
14 that will join us as we proceed with the hearing. I
15 would like to quickly go over the agenda for today.

16 First, we'll have some brief presentations given
17 by MAG and the City of Phoenix. Following these
18 presentations, we will take public comment on the
19 information presented here today, after which we will
20 adjourn.

21 For those of you wanting to make comments on the
22 material presented here today, a speaker's request form
23 is available from MAG staff at the registration table.
24 Please complete this form so we are able to give everyone
25 an opportunity to speak.

1 As you come up to the podium, please state some
2 information for the formal record: your name and the city
3 in which you live. Traditionally members of this panel
4 do not answer questions, nor respond to comments from the
5 hearing attendees. However, should a member of the panel
6 feel compelled to respond to an inquiry, they may do so
7 at their own discretion.

8 Presentation of the programs.

9 Item 1. Draft 2010 Update of the Regional
10 Transportation Plan. MAG senior project manager Roger
11 Herzog.

12 MR. HERZOG: Thank you, Mr. Chairman.

13 I would like to go over briefly the RTP, as we
14 call it, the 2010 Update. The RTP has been around
15 awhile. First adopted in 2003 prior to the half-cent
16 sales tax election. It's been updated periodically and
17 we're now at the 2010 update.

18 One of the things that intervened previous to
19 this was the recession and that's had a big effect on how
20 we've approached the update.

21 The plan itself consists of a lot of topics. I
22 won't go through these, but as you can see it includes
23 not only the major modes but also other modal programs
24 and things like system operations.

25 Plan extends through fiscal year 2031 covering a

1 20-year planning period as required by federal
2 regulations. And to aid in the discussion in
3 prioritization, we've divided the plan into phases, as
4 you can see, approximately five-year phases. We've
5 included a Phase I which really shows the accomplishments
6 to date through fiscal year 2010.

7 The funding sources for the plan in larger terms
8 are broken out into regional funds and local funds about
9 half and half for a total of \$58.8 billion.

10 Looking at regional funds more specifically,
11 which is the focus of the plan, we have \$29.5 total
12 including federal funds directed to the MAG area, ADOT
13 funds for construction of the freeway system, and of
14 course the half-cent sales tax.

15 As I mentioned, the recession has had a big
16 effect on our planning process. This shows the effect on
17 some of the revenue projections comparing the 2007 update
18 and 2010 update. You can see half-cent revenues are down
19 significantly about 25 percent for the planning period
20 and ADOT funds also down 12 percent.

21 So we'll take a look now quickly at some of the
22 modal components in the plan including freeways, streets
23 and public transit. So far as the freeway system, the
24 plan calls for improvements on a total of 380 miles of
25 system. This first overlay shows what's been

1 accomplished to date or is underway or soon to be
2 programmed.

3 And as you can see, we've improved the system
4 throughout the Valley.

5 The next phase, Phase II, will be starting on
6 the 303 and the South Mountain as well as widening
7 additional segments throughout the system.

8 Phase III we complete 303 and the South Mountain
9 and continue our widening efforts.

10 Phase IV, also a lot of widening plus notably
11 improvements on I-17 in central Phoenix.

12 And then finally Phase V where we get into some
13 of the new corridors such as 801 on the west side and 802
14 in the East Valley.

15 Here's a look then at some of the new
16 interchanges included in the freeway program. A lot of
17 those have been completed, as you can see, in green. Two
18 more are called for in Phase II, none in three, but in
19 Phase IV we have two additional interchanges and then
20 Phase V three more.

21 Looking at the arterial network, that's also
22 part of the plan. We have regional funding in the amount
23 of \$3.2 billion for arterial improvements. A total of
24 about 189 project segments are covered. The green here
25 shows what has been completed to date -- about 38

1 segments, an additional 37 in Phase II, 48 more in Phase
2 III, an additional 61 in Phase IV and approximately five
3 on out into Phase V.

4 And then so far as the transit component, first
5 off we have about 32 BRT routes. We call them bus rapid
6 transit express bus routes. Approximately 13 of those
7 are in place already. We'll be adding four more in Phase
8 II, two in Phase III, none called for in Phase IV, but
9 then in Phase V an additional 13 routes.

10 Also as part of the bus plan we have what we
11 call the super grid system. On this map the darker lines
12 are already being funded by the City of Phoenix, but in
13 Phase I we added approximately seven routes. Phase II
14 we'll add six more, Phase III three routes, Phase IV
15 eight more routes and Phase V nine additional routes.
16 The funding going into the bus program in total is about
17 \$4.8 billion.

18 And then finally the light rail component
19 includes, as is shown in red, the minimum operating
20 system, as it's called, that's been funded through the
21 City of Phoenix and Tempe. But in addition to that --
22 which by the way, that opened in December 2008 and the
23 ridership is continuing above the forecast -- in Phase
24 IV, then, we'll be extending that out in Tempe and Mesa.
25 In Phase IV then extensions out in west Phoenix and

1 northwest Phoenix, and then in Phase V additional
2 extensions into northeast Phoenix completing the
3 northwest extension, and then also the Glendale
4 extension. The total funding into this program is about
5 \$4.0 billion.

6 So just to look quickly then at the overall
7 steps in our planning process, we're conducting the
8 hearing today. In April we'll be moving through the MAG
9 committee process to approve the plan for air quality
10 conformity analysis, conducting the analysis in May.

11 Then in June we'll have another public hearing
12 to review the air quality results and take a final look
13 at the plan, and then anticipate moving through the MAG
14 committee process in July for final adoption.

15 So, Mr. Chairman, that completes my
16 presentation.

17 MR. CHAIRMAN: Are there any questions?

18 If you could go to Item 2.

19 MR. HERZOG: Thank you.

20 MR. CHAIRMAN: And this is the MAG FY 2011,
21 2015 TIP and includes ADOT's five-year plan.

22 MR. HERZOG: Thank you, Mr. Chairman.
23 That's correct.

24 And the fiscal year 11 to 15 TIP is one of the
25 main implementing tools for the RTP. It's also a

1 response to federal regulations requiring regions have a
2 Transportation Improvement Program.

3 All federally funded projects must be in the
4 TIP. In addition, what we call all regionally
5 significant projects, regardless of their funding source,
6 need to be in the TIP. And this is a vital component in
7 analyzing our air quality plans and to make sure that our
8 future projects don't affect the air quality plans.

9 The TIP, like the RTP, is updated every four
10 years and it doesn't, however, include, local projects
11 such as residential streets and that sort of thing. The
12 TIP is prepared from a variety of information sources.
13 Of course, the past plan which covers five years up to
14 fiscal year 2012, we also draw information from the RTP,
15 from our work program, and importantly from the programs
16 of federal, state and local agencies.

17 And we work closely with them through a
18 computerized data entry system to make sure we get the
19 information in a timely way. Also during the course of
20 preparing the TIP, we get input at meetings like this and
21 other opportunities from the public, and MAG technical
22 advisory committees, and MAG staff review of projects and
23 needs.

24 The TIP contains a range of projects, as you can
25 see, street projects, transit projects, freeway projects.

1 Also, we include what is termed ITS, intelligent
2 transportation system projects, which help move traffic
3 flow, such as freeway message signs and of course the
4 signal system. We include other modes: bicycle,
5 pedestrian. We also have air quality projects and TDM
6 projects, transportation demand projects, which help
7 decrease the demand on the system and enable us to use
8 the existing facilities as efficiently as possible.

9 Funding for the TIP totals \$6.9 billion. As you
10 can see there are federal, state, regional, local funding
11 sources going into that. \$6.5 billion is directed at the
12 street and highway projects. A big part of that is the
13 ADOT freeway system that's being constructed and improved
14 in the region. I said ADOT freeway system. Of course
15 it's the region's freeway system. ADOT is the key
16 constructor of that and operator of that.

17 Transit projects total about \$1.3 billion. As
18 you can see, local and regional funding are very
19 important components of that part of the program.

20 As we mentioned, the ADOT five-year construction
21 program is in the TIP in its entirety addressing new
22 freeway corridors, widening existing facilities. We also
23 have a maintenance component for landscape and litter
24 pickup and also things like the freeway management system
25 to help smooth traffic flow.

1 The total contribution of the ADOT five-year
2 program is about \$3.8 billion. As you can see,
3 expenditures increase toward the end of the program. And
4 this also includes a significant bonding component, so in
5 this five-year program the ADOT component has a large
6 impact. And again, the steps for approval and review of
7 the TIP will parallel that of the RTP.

8 That completes my presentation, Mr. Chairman.

9 MR. CHAIRMAN: Thank you, Roger. Any
10 questions from the committee?

11 Item 3 Kevin Wallace will provide us with an
12 update of the regional transit.

13 MR. WALLACE: Thank you, Mr. Chairman.

14 I do have a brief presentation to provide an
15 update on the regional transit system. Certainly the
16 most important development in recent months has been the
17 decline in local, state and regional revenues for
18 transit.

19 Declining revenues have a significant impact on
20 our ability to secure federal funds for capital and they
21 have also reduced existing transit services and will
22 impact future services that are planned in the RTP.

23 In the past two years projections for regional
24 Proposition 400 funds for bus capital and operating
25 services have been reduced by approximately \$655 million.

1 Local funding for transit has also been significantly
2 impacted and the amount of anticipated federal revenue
3 again has also been impacted by these declining revenues.

4 The next few slides will show some of these
5 impacts for the planned bus programs. This first map
6 shows the planned regional bus system. Lines in yellow
7 show the future routes that have been delayed or reduced.
8 And lines in red show routes that have been delayed
9 beyond the year 2026.

10 The next map shows the planned express bus
11 system. Again, lines in yellow show future routes that
12 have been delayed or reduced. Lines in red show routes
13 that have been delayed beyond 2026.

14 This next map shows planned transit facilities
15 including transit centers, park-and-ride lots and
16 maintenance facilities. Again, using yellow -- the boxes
17 in yellow show future facilities that have been delayed
18 or reduced and in red shows facilities have been delayed
19 beyond the year 2026.

20 Revenue shortfalls have also impacted the
21 planned light rail system. In the past two years the
22 projections for regional Proposition 400 funds for this
23 program have been reduced by approximately \$500 million.

24 Projected local funding for the rail program has
25 been reduced by approximately \$191 million. And again,

1 the amount of federal revenue that would come into this
2 program has also been reduced because of these funding
3 reductions.

4 This map shows the 57-mile high capacity transit
5 system. It is included in the Regional Transportation
6 Plan. Locally funded rail extensions have been the most
7 significantly impacted in these changes.

8 What you see in the boxes are the changes by
9 year of the planned opening dates. So for example, the
10 northwest extension in Phoenix would move from a 2012
11 opening date to 2023 opening date. And the Glendale
12 extension would move from a 2019 opening to a planned
13 2026 opening.

14 The region is also looking at this time at
15 future transit needs to identify long range transit
16 improvements in programs that would need to be
17 implemented. I will mention a couple just briefly.

18 MAG has completed a regional transit framework
19 study which identifies regional transit improvements
20 beyond what's currently included in the Regional
21 Transportation Plan. This framework does provide a
22 technical blueprint to help guide future transportation
23 discussions and transit improvements in the future.

24 MAG has also been engaged in three studies to
25 look at the feasibility of implementing commuter rail in

1 the region. Study results do indicate that commuter rail
2 is a viable option for the region on a long term basis
3 but will require new revenue sources to implement.

4 That concludes my presentation. Thank you.

5 MR. CHAIRMAN: Thank you, Mr. Wallace. Any
6 questions? Carrying on. Job Access Reverse Commute/New
7 Freedom update by City of Phoenix Windy Miller.

8 MS. MILLER: Thank you, Mr. Chairman. Good
9 afternoon everyone.

10 The City of Phoenix is holding this public
11 hearing as the designated recipient for the federal
12 transit administration job access and reverse commute and
13 new freedom program on behalf of the Phoenix-Mesa
14 urbanized area. This is a joint public hearing with the
15 MAG Transportation Improvement Program process.

16 The Job Access Reverse Commute program supports
17 new, expanded and existing transit services that connect
18 welfare recipients and persons with low income to jobs
19 and employment services such as training, education and
20 child care.

21 The New Freedom program supports new public
22 transportation services for persons with disabilities and
23 also to encourage public transportation alternatives
24 which provide services and facilities improvements to
25 address needs beyond those required by the ADA.

1 For fiscal year 2009 the City of Phoenix held
2 two competitive selection processes as required by the
3 FTA which resulted in the selections for award in the
4 amount of just over \$1.1 million for the JARC program and
5 over a million dollars for the New Freedom program.

6 Eligible recipients for this funding include
7 local transit agencies and nonprofit organizations.
8 Valley Metro Regional Public Transportation Authority and
9 the City of Phoenix were selected for funding via the
10 competitive processes in 2009 that were administered by
11 the Phoenix Public Transit Department.

12 The JARC projects for Valley Metro RPTA include
13 funding for marketing, vanpool purchases and operating
14 assistance for local routes. The City of Phoenix is
15 receiving program administration funding to administer
16 these funds and also to support MAG to administer the
17 human services coordination transportation planning
18 process.

19 The New Freedom projects for Valley Metro RPTA
20 include funding for mobility management programs, taxi
21 voucher programs, travel training and also for operating
22 assistance, and the City of Phoenix is receiving funding
23 for a taxi voucher program for seniors.

24 And in conclusion of the public hearing process,
25 mailed comments will be accepted after the meeting with

1 the postmark date of April 2nd, 2010, and electronic
2 comments will be accepted at the PubTrans@Phoenix.gov Web
3 address through April 2nd at 5:00 p.m.

4 And that concludes my presentation.

5 MR. CHAIRMAN: Thank you very much. Any
6 questions? This brings us to our public comment portion
7 of the meeting. We've got a number of folks that have
8 asked to speak. So that they all can speak, we ask that
9 you limit your time to three minutes. Timers at the
10 podium will assist you. When you reach the two-minute
11 period, the yellow light will come on, and at the end of
12 three minutes a red light will come on. If you would
13 please state your name and the city in which you reside
14 as you come up. The first speaker is Maria Deniza,
15 Phoenix.

16 MS. HERNANDEZ: It's Maria Hernandez.
17 Phoenix. For the record I live in Phoenix, Arizona.
18 And my concern is where I live in South Phoenix we're
19 having an issue with the bus stop. We don't have a bench
20 on the northeast side of our area.

21 And also we've been having some problems with
22 the dial-a-ride drivers. It seems like they're not
23 picking up ADA riders in time. If they have an
24 appointment with the doctor, they don't take them in time
25 for their appointment, so I have friends complaining

1 about the dial-a-ride service.

2 And also for the light rail and the buses, I'm a
3 handicap person. I'm not in a wheelchair or a walker or
4 anything like that, but I have hard times getting on and
5 off the bus. And I always expect the drivers to get
6 closer to the curb for me or if they could lower the ramp
7 to the bus as you get off. Because if I have an accident
8 in the buses, then that means that I'll have to get
9 insurance from you guys. I don't want that. I don't
10 want the insurance. I just want the system to work
11 better for everyone for the seniors for the handicap and
12 also for those who are having a hard time. So I would
13 appreciate very much, gentlemen and ladies of the board
14 and, Mr. Chairman, if that could be fixed in the future.
15 Thank you very much.

16 MR. CHAIRMAN: Thank you. Jeff Rosen.

17 MR. ROSEN: Good afternoon. Good
18 afternoon, Mr. Chairman, ladies and gentlemen.

19 I take the light rail nine times out of ten.
20 It's my understanding that the seats are supposed to be
21 up, but nine times out of ten, I have to beg, cajole and
22 plead and people look at me like I have two heads. And
23 it's true. People can't sit together. When they see a
24 chair come in, please get up.

25 Number two, I also frequent the buses. I have

1 straps on my chair. That tells the driver that's what
2 you push, not on the arm, not through the wheel. I just
3 don't know what to do anymore.

4 MR. CHAIRMAN: Thank you, Mr. Rosen. Dede
5 Barker.

6 MS. BARKER: Good afternoon, Chairman
7 Flores and the joint committee. My name is Dede Barker.
8 I reside in Phoenix and I earned a bus ticket. I came by
9 the 50 bus which is on Camelback and then brought the
10 light rail. On the way I encountered some of the people
11 I know that use transit and some people that would like
12 to use it but they give me a reason why they have to take
13 their car, so I listen.

14 So I'm going to give you a couple of the
15 thoughts or ideas actually from a woman that is a retired
16 nurse. And she said, "Would you please tell the people
17 that we need to put more buses to extend the hours?" And
18 she was headed up to Paradise Valley from 40th Street and
19 Camelback and so she would take two buses.

20 And even though she is retired she doesn't use
21 it for work, I notice that she walks with a cane. She's
22 over 70 and she goes to a lot of the museums like this.
23 So, you know, she's from San Francisco. I guess that she
24 is still able to drive but she chooses not to.

25 Then our friend Ed the dogger. Some of you know

1 him. He's been a businessman, paid a lot of taxes in
2 this area. Had a lot of concessions in his younger years
3 and is working. I won't tell his age. But he's still
4 working every day. He's got concessions by the
5 courthouse. He gave me a hot dog today and said would
6 you please tell them that he wants all -- from the mayor
7 down -- people in government to leave their car at home a
8 week and only use our transit system. He says we don't
9 need even all of the huge buses. He'd like to see more
10 people using a multimodal system. He'd like to see
11 smaller buses around town down here. I ditto that too.

12 When we're looking at the transit plans, I think
13 we need to get the next rail up and fast. We have more
14 accidents after studying it around the 60 coming around
15 the Broadway curve and even on the I-10. I'd like to see
16 it elevated in the future go down to Tucson become on
17 where we already own the land because that's where a
18 majority of money went for the ag grade rail. And have
19 that paved and put it up into fast transit, bring it
20 around the deck park, have it connect into express buses
21 which we need to have more of those even during the day.

22 The express buses go up Grand Avenue and the
23 fast rail goes out on the I-10 to Buckeye where it is one
24 of the fastest growing cities and it sits on a water
25 table, so we'll be able to support this in the future.

1 We need to extend the road around the South
2 Mountain probably a toll road because we don't have money
3 to do that and we'll bring the fast buses all around. We
4 can get there, but if we don't watch out where we're
5 going we could end up where we don't want to be. Thank
6 you.

7 MR. CHAIRMAN: Thank you, Ms. Barker.
8 Greta Rogers.

9 MS. ROGERS: Members of the committee, my
10 name is Greta Rogers and I reside in Phoenix in the
11 village of Ahwatukee. These things and I don't get along
12 very well.

13 First of all, I would like to ask you to
14 dedicate yourselves along with ADOT and local communities
15 to real research and planning for a rail system that
16 connects Tucson to Phoenix on to LA and commuter rail
17 among and between the many communities that have grown
18 and become very viable in Maricopa County. That will
19 improve our air quality measurably and we have plenty of
20 track. Plenty of track mostly used just for freight
21 anymore since no passenger train comes here, but it's
22 there and available and the planning should be
23 facilitated.

24 We have a critical and crisis situation that's
25 been ongoing for years in this state on I-10. Now

1 between Picacho and Maricopa Road and on 17 from Anthem
2 north to 40 it looks like an old fashioned two lane each
3 way freeway. Those haven't been built in other parts of
4 this country for 50 years. Let's get up to date and
5 remove the suicide I-10 and the suicide I-17 and
6 facilitate traffic in a timely manner and safely.

7 On the Pecos Road alignment that somebody drew a
8 dotted line on a piece paper about in 1982 and the
9 Regional Transportation Plan of Maricopa County approved
10 in '85 that's 25 years ago. In that length of time the
11 community of Ahwatukee is 99 percent built out
12 residential. This is no longer a viable route for a main
13 interstate or freeway. And to be part of the counter mix
14 highway system, it's absolutely insane and makes no
15 sense.

16 And to spend 300,000 plus a mile for 22 miles
17 when it will not facilitate movement of traffic southeast
18 to central Phoenix or west in any measurable manner, you
19 might as well take the money and throw it in a Weber
20 cooker and have a big hot dog roast.

21 This road is no longer timely nor viable as an
22 interconnection from 10 to 10 east to west and it will
23 not carry measurable traffic. It will not be a reliever.
24 And we don't need a truck bypass here. It should be 10
25 to 85 to 8 to 10. And that's your truck bypass. Thank

1 you.

2 MR. CHAIRMAN: Thank you. Marcus Schmidt.

3 MR. SCHMIDT: Thank you. My name is Marcus
4 Schmidt. I live in the City of Phoenix. And I'm
5 wondering if the projections that were presented today
6 and the plans take into account the recent decision by
7 our lovely state legislators to re-allocate the lottery
8 funds away from transportation to other items. That's
9 going to have a significant impact. So if it hasn't been
10 incorporated, you'll need to revise that again.

11 And hopefully, the leaders of the communities
12 that represent at MAG fight back because I know that many
13 communities have made great sacrifices to stop the
14 cutbacks in transportation such as the City of Phoenix
15 with the 2 percent sales tax that city council approve.

16 That reversed a lot of cutbacks that otherwise
17 would have taken place. That's going to be a sacrifice
18 for every Phoenix citizen. And for the state to come
19 around and make us take four steps backward for one step
20 forward is just not right.

21 The other thing is, you know, we have money for
22 what we prioritize money for. I just spent a month in
23 Denver, a city that is smaller than ours, but similar in
24 a lot of ways to Phoenix, and dealing with a lot of same
25 problems and yet there are three operational light rail

1 lines there that run very frequently and very reliable,
2 and they already have plans to soon add more.

3 And why we can't find the money to do that is
4 very clear. It's going into freeways and roads. We
5 don't get it. I don't know how you're going to get
6 environmental quality to improve your plan when you could
7 be much better off pouring your money into public
8 transportation than continuing to pour it into freeways.
9 And besides, dumping money into the 303, how is that
10 going to alleviate traffic on I-10 which is already a
11 nightmare as people have stated.

12 If you had heavy rail carrying people from the
13 northwest valley along the route, then you wouldn't have
14 that congestion on I-10. I'd say the time for heavy rail
15 is now. You don't need a new revenue source. You need
16 to prioritize where you're spending the money and take it
17 out of things that's just going to increase the pollution
18 and increase the congestion on our roads. Thank you.

19 MR. CHAIRMAN: Thank you, Mr. Schmidt.
20 Danny Now.

21 MR. NOW: My name is Danny and I live in
22 Chandler. But I do frequent Phoenix a lot. And my
23 concern would be the lack of any type of public transit
24 in the south Chandler area. There is many people who
25 live in the neighborhoods who say I wish we had a bus or

1 something to connect to the light rail, but there
2 currently is no way other than driving your car on the
3 one-lane road up to any type of public transportation.

4 And I was just wondering if there is anything
5 that can be done about this. And I looked through the
6 plans and it doesn't look like Chandler has any plans for
7 public transit whatsoever. I don't even know what's up
8 with Route 156 not serving Phoenix anymore because I
9 actually used that portion a lot. And currently if the
10 Alex gets cut like what people think it is, there will be
11 no way to transfer from the 156 to the 56 to get up north
12 and that whole entire section of Phoenix will be
13 completely unserved at all because there is no transit
14 and no buses to serve that area.

15 If there is something that can be done about
16 that to find a way to reconnect at least that portion of
17 Chandler Boulevard to be able to use the bus to get over
18 there without having to take a walk over that bridge.
19 And I know there is a few people who rode that bus before
20 who cannot walk over that bridge and they don't have the
21 strength to. They need that bus. If the Alex really
22 does get cut, then there is no chance of ever
23 transferring to the 56 from 48th Street unless they do
24 something with the 56.

25 And another one would be the park-and-ride lot

1 at 48 Street and Pecos. There is also no way to get
2 there by a local bus unless you take an Alex, which I
3 don't know what is going to happen with it.

4 Also, residents of south Chandler looked at the
5 RTP plan and saw we're getting a bus in 2009 and then
6 2009 came and passed. And then here we are in 2010 and
7 the year is going pretty fast and we still don't have a
8 bus serving that popular shopping area at Gilbert Road
9 and Germane and no bus to go even further south for
10 people to come up who don't have a car.

11 And speaking of which, the road is also way too
12 small, so if you want to bike up that road it's dangerous
13 because there is traffic going 45 and over. And to add
14 on more to it you can't even drive on that road because
15 it is frustration. The signals aren't timed correctly.
16 You get a green light only to get another red light at a
17 small little, like, residential road traffic light, not
18 even a major road traffic light.

19 And there are things that need to be done in the
20 Chandler area that no one seems to pay attention to.
21 That's all.

22 MR. CHAIRMAN: Thank you very much.

23 Mr. Sean Sweat.

24 MR. SWEAT: I didn't realize I was going to
25 be a star up here for three minutes in front of

1 everybody. My name is Sean Sweat. I just moved to
2 Phoenix about a month ago. I own a car. I'm not chained
3 to transit. I enjoy driving. I notice how many people
4 are here to talk about transit, how many people are here
5 to talk about highways. I see a big disparity. There is
6 not a lot of people here who are not really pro highway.
7 Most people are pro transit here.

8 And while I don't need transit to get where I go
9 every day, I don't need it day in and day out, I want it.
10 I moved downtown a month ago because it is important to
11 me that while I'm not chained to transit right now, I
12 don't want to be chained to a car. I refuse to be
13 chained by a car. I want multimodal choices, walking,
14 biking, light rail, buses, taxis that could be my car
15 maybe some day.

16 But there is two problems I see in the TIP and
17 in the RTP. The first one is kind of the obvious one.
18 We're spending a lot on highways that I don't think we
19 need. I think a lot of people pointed out the 202 we
20 don't necessarily need that south thing. It was planned
21 25 years ago.

22 While I realize there is a lot of political
23 reasons to keep moving to not fail in that endeavor, I
24 think there is a political out now with the light rail
25 that was not there 25 years ago. We have an option now.

1 We have an alternate option to put that money.

2 Or the 303 it seems a little interesting. I
3 think we're letting the tail wag the dog by responding to
4 where people are going instead of letting people respond
5 to where we're putting transportation corridors. You see
6 that a little bit with buses too.

7 I'm pro transit, but I think we take the buses
8 too far. They don't need to be in east Mesa. They don't
9 need to be down halfway to Tucson, unless you have a
10 trans city route -- intracity route. They don't need to
11 be up in Surprise. If people want to move there, that's
12 fine. But they need to drive. We can't afford to put
13 buses there. It doesn't really serve much purpose. We
14 need to integrate buses and rail, feeder lines, cross
15 routes.

16 I think we have a lot of opportunity to do
17 things right and I think we have the right heads here in
18 Phoenix to do it. I've done some studying on you guys.
19 I think we need to make right decisions now because this
20 is a good opportunity with the recession actually,
21 especially with a lot of people relocating out of
22 foreclosures. Maybe we can bring them to Tempe. Thank
23 you.

24 MR. CHAIRMAN: Thank you. Elliot Fisher.

25 MR. FISHER: Thank you, ladies and

1 gentlemen, Elliot fisher. 547 East Quail, Apache
2 Junction, Arizona. Last time I spoke at MAG I believe it
3 was 1994. It was before the light rail was put in and I
4 threatened you guys. I said if you don't do something on
5 rail, some politician is going to come along and make the
6 rail situation a cause and you're going to lose face. I
7 would like to hope it was me who caused it, but light
8 rail right after that was announced and we see that it's
9 successful now.

10 I'm out in Apache Junction. We still don't have
11 a bus out there which is beyond me with all the talk in
12 Pinal County with CAAG talking about all these numbers of
13 people. You have to get the residents and the citizens
14 of the Valley used to mass transit and rail if it's going
15 to be successful.

16 We don't have it in areas that are as close in
17 many other cities that have links to suburbs. So you're
18 already failing on that score in Apache Junction.
19 Commuter rail is a great idea or heavy rail connecting
20 the cities. I suggest bring it if San Tan Valley is
21 going to be what they're claiming it is and they're
22 talking toll road, which I'm against, I think it is a bad
23 way to go, put the rail system going to Tucson out east
24 then south instead of from Phoenix straight down to
25 Tucson. Utilize -- if you're going to continue to go

1 down the path of building freeways, utilize that corridor
2 for your rail as well.

3 When the light rail did go in I was for it
4 because it was better than nothing. But it's still to me
5 you were servicing the merchants and the real estate
6 owners along the route rather than the people who need to
7 use the system and that's the commuters.

8 Do something worthwhile. Don't be afraid to ask
9 for the money. The public will support it. They support
10 transit all over the world. Like I said, if you don't do
11 it somebody will. Freeways even the federal government
12 has said that for every 5 percent additional concrete you
13 add, you have 10 percent more waiting time in traffic, so
14 freeways are not the answer. They weren't the answer for
15 California and they're not going to be the answer for
16 Phoenix or anywhere else. Go with something worthwhile.

17 Also, if you're going to have an interim bus
18 system why not, like Seattle, electric buses string up
19 the HOV lanes with your cables and run the electric buses
20 from the suburbs in. It's clean, it's cheap. The
21 roadway is there. The infrastructure is there. All you
22 have to do is string up the power and the cables and run
23 it from Apache Junction into Phoenix. Very inexpensive.
24 I don't see why it hasn't been done, unless you don't
25 want to compete with the automobile.

1 Also, you have idle cars in Chicago, New York,
2 Boston where people are renting cars by the hour.
3 There's not even a need anymore to have connecting
4 routes. Thank you very much.

5 MR. CHAIRMAN: Thank you, Mr. Fisher. The
6 last speaker I can't begin to pronounce your name. It's
7 Ross.

8 MR. MANICCI: Thank you very much. Good
9 afternoon. My name is Ross Manicci and I reside in north
10 Phoenix/Paradise Valley area. I'm here today because of
11 my deep concern with the elimination yesterday.
12 Obviously, no one here is going to get blamed for what
13 happened, but my biggest concern is the elimination of
14 the LTAF funding.

15 The reason why for this is I've seen what
16 happened in California with the elimination and now
17 subsequent almost restoration of the state transit system
18 program and I'm afraid what happened there will happen
19 here because that's operational funding and all the
20 progress that MAG, Valley Metro, Phoenix, Tempe, the
21 whole region has made would be wiped away and that's
22 definitely a concern.

23 My understanding in the paper this morning the
24 first thing I see in the valley/state section right next
25 to each other big budget aside. I mean, I'm not going to

1 talk about specific routes because this is the MAG and
2 I'm not going to go into the Orbit, Alex, et cetera.

3 The biggest concern has to do with this
4 elimination. I'm just wondering what the consequences
5 will be of this. I mean, I don't want to see all this
6 progress with public transit to be eliminated because of
7 a redirection of voter-approved funds into something that
8 it wasn't originally allotted for.

9 From my understanding California has been
10 somewhat trying to restore the funding. There's been a
11 court case regarding their state transit assistance, but
12 in this case my biggest concern is I just urge you guys
13 to work. I know there is a budget deficit. I know the
14 economy is bad. But I know there has to be sacrifices
15 made but not to the extent of eliminating the LTAF
16 funding.

17 I mean, I've heard -- when they cut, sales tax
18 revenues went way down. I don't think the RPTA or any of
19 the cities can stand a complete elimination of state
20 assistance. So I urge you to please help find a solution
21 to satisfy this need because we cannot afford to lose
22 this much -- we cannot afford to lose any more service
23 especially something that the voters approved.

24 So I urge you to please find a viable solution
25 to help restore this funding. I know that there is

1 friends who are in the legislature and you guys who are
2 passionate about that and I know you guys could do it.
3 So that's all I have to say. Support transit funding.

4 MR. CHAIRMAN: Thank you, Mr. Manicci.
5 That does conclude our public comment period. Thank you
6 very much for being here.

7 MR. SMITH: I do have some written comments
8 that I would like to read into the record, if that's okay
9 with you.

10 MR. CHAIRMAN: Yes.

11 MR. SMITH: I believe both of these
12 comments are from the Wickenburg/Wittmann area. The
13 first one is K. Carol Kollock, K-o-l-l-o-c-k.

14 Her comment is ADOT cut into the asphalt on
15 Tegner and constructed planters in place of
16 two-and-a-half lanes of traffic. The road is already
17 deteriorating and potholes are developing where they made
18 the cuts and paved the road and crosswalks with bricks.

19 There are no reflectors on the planters which is
20 a safety issue.

21 ADOT cut down 60-year-old trees because they
22 would interfere with utilities, but then planted new
23 trees in the same place.

24 The grade of the ramp under the bridge might not
25 meet ADA specifications.

1 The county is not doing all of the improvements
2 to roadways when they are doing construction on them such
3 as painting bike lanes.

4 So that's Ms. Kollock's comments.

5 The second set of comments are from Blue
6 Crowley.

7 The first one is fixed route performance. Even
8 though the fare box recovery ratio went from just under
9 25 percent in 2009 to 36 percent to 40 percent and routes
10 are being cut.

11 Hassayampa illustrative map projected population
12 of six million is not reflected in Arizona future
13 population in the RTP. The Belmont Development can
14 accommodate six million people and will be built over the
15 next 20 to 30 years.

16 This next comment is a private land ownership
17 map in the urban atlas that MAG published in 1998 is not
18 reflected in the RTP.

19 The super grid timeline is insufficient when
20 75th Avenue does not get bus service until 2026.
21 Litchfield Road does not have bus service even though
22 there are east/west routes of Thomas Road, Indian School
23 Road and Camelback Road and across it.

24 The only improvements to State Route 74 are
25 right-of-way preservation. No planning is being done for

1 the projected 80,000 people who will live in the area
2 between Wittmann and Wickenburg. The rail study only
3 goes as far as Wittmann.

4 LTAF says that elderly are aged 60 and older,
5 but the senior bus fares apply only to age 65 and older.

6 An additional 2 percent tax should be charged,
7 not only per gallon of gasoline, but also per mile of
8 freight and bus pass. This way revenue would go for
9 other purposes than highways.

10 State Route 74 needs rail to move people.

11 Operate light rail like heavy rail, where wheels
12 have their own engines.

13 Want transportation improvements to be more
14 green and less expensive.

15 How accurate were the projections for the street
16 improvements that appeared in the 1998 urban atlas?

17 Need more coordination with the county to make
18 MAG maps more accurate. Some of the roadways,
19 specifically State Route 74, are not shown on MAG maps.
20 And, I guess, he has indicated he has a map of Maricopa
21 County submitted for the record.

22 More freeway improvements are needed in the
23 northwest valley.

24 And regarding the transit framework study, State
25 Route 74 is not shown on the maps.

1 More transit corridors are needed.

2 Regarding the TIP 50 percent of bus stops are
3 just signs. We are spending a lot of money on
4 park-and-ride lots, but we need to get the bus stops up
5 to standard before spending \$3 million in Buckeye, \$10
6 million in Glendale, \$3.7 million in Peoria, \$1 billion
7 for a skyway to the airport, and \$3 million in Laveen.
8 Only \$700,000 is being spent for bus stop improvements.

9 The RPTA member community in Sun City should be
10 Maricopa County.

11 Rural route transit tickets do not count toward
12 a daily pass.

13 And ticket dispensers are needed at Desert Sky
14 Mall and Arrowhead Mall. Thank you, Mr. Chairman.

15 MR. CHAIRMAN: Thank you for being here.
16 And thanks to ADOT, CTOC, Valley Metro, METRO, City of
17 Phoenix Public Transit Department for joining us.

18 All comments provided today will be included in
19 the official record and made part of the decision-making
20 process. We hope to see you at the next hearing.

21 We stand adjourned.

22 (The public hearing was concluded at 1:07 p.m.)
23
24
25

1 STATE OF ARIZONA)

2)

3 COUNTY OF MARICOPA)

4

5 BE IT KNOWN that the foregoing proceedings were
6 taken before me, Toni M. Gehm, a Notary Public in and for
7 the State of Arizona; that the foregoing pages contain a
8 full, true, accurate transcript of all proceedings had,
9 all done to the best of my skill and ability.

10 I FURTHER CERTIFY that I am in no way related
11 to any of the parties hereto, nor employed by any of the
12 parties hereto, and have no interest in the outcome
13 thereof.

14 DATED at Phoenix, Arizona, this 19th day of
15 March, 2010.

16

17

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22

23

24

25



Toni M. Gehm

Toni M. Gehm
Notary Public

**IV. APPENDIX A.
PUBLICITY MATERIAL**

Transportation Public Hearing

Friday, March 19, 2010, Noon
MAG Offices, Saguaro Room
302 North 1st Avenue, Second Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG), in conjunction with the Arizona Department of Transportation (ADOT), Citizens Transportation Oversight Committee, Valley Metro, METRO and the City of Phoenix Public Transit Department, will conduct a public hearing on the Draft Project Listing for the FY 2011-2015 MAG Transportation Improvement Program; Draft Regional Transportation Plan 2010 Update; ADOT Tentative FY 2011-2015 Five Year Freeway Program; Regional Transit Update; and Job Access Reverse Commute/New Freedom Grant Update.

The draft documents are available for review at the MAG offices, 3rd floor library, from 8:00 a.m. to 5:00 p.m., Monday through Friday. All comments and questions received during the public hearing will be included in the MAG Transportation Public Involvement Input Opportunity Report.

For more information or to arrange disability accommodation, contact Jason Stephens at (602) 452-5004 or via e-mail at jstephens@mag.maricopa.gov.

ON THE MOVE



PARTNERS IN PROGRESS

Transportation Public Hearing

Friday, March 19, 2010, Noon

**MAG Office, Ste. 200-Saguaro Rm.
302 North 1st Avenue, Phoenix**

For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at 602-452-5004. Parking in the garage below the MAG building will be validated, and transit tickets will be provided to those who use transit to attend the meeting. To provide input via e-mail, send your comments to jstephens@mag.maricopa.gov.

Please Join Us!

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Draft documents are available online at:
www.mag.maricopa.gov/event.cms?item=11428



FOR IMMEDIATE RELEASE

CONTACT: Kelly Taft
Communications Manager
(602) 452-5020

MAG Seeks Input on Transportation Plans Public Hearing March 19

PHOENIX (March 11, 2010) – The Maricopa Association of Governments (MAG) is encouraging members of the public to attend a public hearing on Friday, March 19, 2010 to share their transportation priorities and provide feedback on the most recent transportation plans and programs.

MAG, in conjunction with the Arizona Department of Transportation (ADOT), Citizens Transportation Oversight Committee, Valley Metro, METRO, and the City of Phoenix Public Transit Department, will conduct a public hearing to provide information on the most recent transportation plans, including freeway, street and transit projects. The hearing will begin at **12 p.m. (Noon), Friday, March 19, 2010, at the MAG Offices, 302 N. 1st Avenue, Phoenix, Second Floor, Saguaro Room.**

Draft documents for the projects are available for review on the MAG Web site or under the “resources” tab at the following link: <http://www.mag.maricopa.gov/event.cms?item=11428>. Comments may also be sent via email to Jason Stephens at jstephens@mag.maricopa.gov.

The Plans being discussed include:

- Draft Project Listing for the FY 2011-2015 MAG Transportation Improvement Program
- Draft Regional Transportation Plan 2010 Update
- ADOT Tentative FY 2011-2015 Five Year Freeway Program
- Regional Transit Update
- Job Access Reverse Commute/New Freedom Grant Update

Public comments received at the hearing or via email will be presented to the MAG policy committees in April for review and consideration before the plans are approved for an air quality conformity analysis. A second public hearing will be held in June before the final plans are adopted in July.

For more information about attending the hearing, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at (602) 452-5004. Parking under the MAG building will be validated, and transit tickets will be provided to those who use transit to attend the meeting. For media requests, please contact Kelly Taft, MAG communications manager, at (602) 452-5020.

###

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PARTNERS IN PROGRESS
Transportation
Public Hearing

Friday, March 19, 2010, Noon
MAG Office, Ste. 200-Saguaro Rm.
302 North 1st Avenue, Phoenix

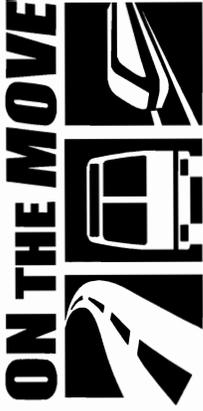


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PARTNERS IN PROGRESS
Transportation
Public Hearing

Friday, March 19, 2010, Noon
MAG Office, Ste. 200-Saguaro Rm.
302 North 1st Avenue, Phoenix



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Transportation
Public Hearing

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PARTNERS IN PROGRESS
Transportation
Public Hearing

Friday, March 19, 2010, Noon
MAG Office, Ste. 200-Saguaro Rm.
302 North 1st Avenue, Phoenix



 **MARICOPA
ASSOCIATION of
GOVERNMENTS**
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

 **MARICOPA
ASSOCIATION of
GOVERNMENTS**
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

You're invited!

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ASSOCIATION of
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302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

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ASSOCIATION of
GOVERNMENTS**
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

You're invited!

You're invited!

**V. APPENDIX B.
CORRESPONDENCE RECEIVED
DURING MID-PHASE**

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, February 02, 2010 4:01 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Mike Frost'
Email Address : 'frostyaz@hotmail.com'
Subject : '202 south Mountain'
Page : '/detail.cms?item=953'

Feedback :

'MAG,

Please lets make sure to consider running this truck bypass along the Riggs Road, Beltline, 51st Avenue corridor. . It already has the easement/right of way, and the land necessary for passage through the Gila Reservation. A two decker, trucks on bottom autos on top would be very inexpensive to build and no more land would be needed. The road and grade is already there. Trying to make the loop conjoined just for "looks" does not make it the best solution. This alternative would eliminate traffic before it hits Phoenix on the 10, keep it away form South Mountain disturbance, and away from Ahwatukee schools and neighborhoods.

Please make this part of the discussion. Save the tax payers money and take care of the traffic in one easier, less expensive, rational plan.

Sincerely,

M. Frost'

Jason Stephens

From: Debra Callaghan [Debra.Callaghan@asu.edu]
Sent: Monday, March 08, 2010 9:09 AM
To: Jason Stephens
Subject: RE: transportation

Thank you so much for taking the time to let me know this...I look forward to your updates

Debra

From: Jason Stephens [mailto:jstephens@mag.maricopa.gov]
Sent: Monday, March 08, 2010 9:04 AM
To: Debra Callaghan
Subject: RE: transportation

Debra –

Thank you for your input. It will be made part of the formal record and forwarded to the Regional Council for review and consideration prior to any actions taken on draft plans and programs. MAG is currently working with Pinal County in an attempt to see what can be done to include them in the planning area. There are many issues being discussed and I don't expect a decision anytime soon, but we are working together and exploring options. Thank you again for taking the time to write and I wish you the best of luck. I will keep you informed of the talks between MAG and Pinal County.

Thank you,

Jason (602) 452-5004

From: Debra Callaghan [mailto:Debra.Callaghan@asu.edu]
Sent: Friday, March 05, 2010 11:25 AM
To: Jason Stephens
Subject: transportation

Good morning Mr. Stephens,

Since I am unable to attend your March 19th meeting regarding public transportation, I am e-mailing you with my concerns. I live in Maricopa and work at ASU. I love my home and I love my job and right now I am able to get to work via the "Max", Maricopa express through the All Aboard Bus Company. It is a big possibility that this route will not be continued after the first of 2011. Hence, those of us who do take this bus will need viable transportation to get to work.

I have asked ASU's parking and transit department many times if we can get a bus pass as we would if we lived in Tempe to ride the buses at a lower rate. We've been told no, as we are in Pinal County and not Maricopa County. Parking costs here at ASU are exorbitant and I can not afford to park here.

Is there any way that these two counties can work together for the best of all employees to have a program that would allow us to get to work safely and at an affordable cost? ADOT is well aware of the Maricopa Express. We are trying to keep as many cars off the roads as possible. The I-10 to mention one huge thoroughfare.

I appreciate your time and attention to this concern.

Sincerely,

Debra Callaghan

Debra Callaghan
Secretary Administrative
Clinical Psychology Center
Arizona State University
480-965-7296



Jason Stephens

From: Ben [scretired@cox.net]
Sent: Tuesday, March 09, 2010 4:55 PM
To: Jason Stephens
Cc: maryroseandben@hotmail.com
Subject: Grand Avenue Working Group Recommendations

Jason,

I am currently a member of the Sun City Home Owners Association Transportation Committee, but I also participated in the Grand Avenue Working Group, which met in a series of meetings during 2007-2008 to make recommendations for the Regional Transportation Improvement Plan--particularly looking at safety concerns along the U.S. 60 Corridor that is under construction from Loop 101 to Loop 303. After many meetings of the working group and participating in several public hearings to get additional testimony from area residents impacted by the U.S. 60 widening project, the Working Group recommended that improvements be made and in the following order as funds became available. 1. A safe crossing of Bell Road/Grand Avenue (Grade Separation) 2. A safe crossing of Grand Ave. at 103rd Ave. and 3. Improvement of the intersection of Thunderbird with Grand Avenue.

After reading through all of the documents attached to the meeting call for March 19 to review the proposed Regional Transportation Improvement Plan (2011-2015) I did not see any line items for any of the three recommended items of the Grand Avenue Working Group.

Am I wrong? To whom do I address my questions/concerns and when? I would appreciate your advice/counsel regarding the matter.

Respectfully,

Ben Roloff, Sun City Home Owner Association Board Member (Transportation Committee Member)

Jason Stephens

From: Jean Duncan [Jean.Duncan@asu.edu]
Sent: Wednesday, March 10, 2010 9:11 AM
To: Jason Stephens
Subject: questions/comments

Good Morning Jason,

My name is Jean Duncan and I am an employee at ASU in Tempe. I happened to see a yellow post card on campus for your "On the Move" meeting scheduled for next Friday. I cannot attend the meeting, but when I saw that I could send input to you – I jumped at the opportunity.

I ride the MAX Express every day from the city of Maricopa to Tempe. I can't begin to tell you what a wonderful resource these MAX buses have become for the growing population in Maricopa who commute every day into the Valley.

Are there any plans in the future for MAG to work outside Maricopa County and possibly partner with other counties (Pinal County in particular)? Some people that ride our bus get rate reductions or passes through their employer. ASU does not at this time offer any reductions or incentives for those of us who travel from outside Maricopa County.

Thank you for accepting my comments.

Jean Duncan
Office Assistant
Residential Life
480-727-0482

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, March 19, 2010 12:14 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Carolyn Pelzek'
Email Address : 'pelzek@escapees.com'
Subject : ' MAG Regional Bike Map 2008'
Page : '/detail.cms?item=8884'

Feedback :

'A big list of light rail stations is right over a large section of the bike path map on the download version. Not very helpful'

Jason Stephens

From: jmcglory@metrophoenixcomputers.com
Sent: Friday, March 19, 2010 9:39 PM
To: Jason Stephens
Subject: Local Bus Routes in South Chandler

Is there a way you can send me the maps in todays meeting? Also I was wondering what is going to happen to Route 136 and the extension to riggs and val vista? What routes are getting cut due to LTAF funding redirections?

Thank You,

John McGlory
Sent from my Verizon Wireless BlackBerry

Jason Stephens

From: mag@theshortestpath.com
Sent: Saturday, March 20, 2010 8:59 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Michael'
Email Address : 'msw1266@gmail.com'
Subject : 'General Information'
Page : '/detail.cms?item=11679'
Feedback :

'I am currently a volunteer for the Valley of the Sun Clean Cities Program. I recently came across the MAG website but I am not sure who is welcome to participate nor what the goals and meetings are for. I've read the website materials but I am still having trouble getting a general sense about the daily tasks of MAG. Could you please sorta simplify MAG's goals and member's expectations? Also, are there opportunities for volunteers?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, March 22, 2010 10:48 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'John A. Heldt'

Email Address : 'jaheldt@excite.com'

Subject : 'Bike paths'

Page : '/about.cms'

Feedback :

'Hello. I recently downloaded your "Bike Ways" PDF and have a question. Where is the paved bike path pictured at the top of the map (the one surrounded by a lawn) located? Thanks.'

Jason Stephens

From: Kevin Wallace
Sent: Monday, March 22, 2010 2:16 PM
To: 'jmcglory@metrophoenixcomputers.com'
Cc: Jason Stephens
Subject: RE: Local Bus Routes in South Chandler

Mr. McGlory,

According to the recently adopted Transit Life Cycle Program, Route 136 (Gilbert Road) will be adjusted to provide: Weekday thirty30-minute (30) all day service with current route alignment. Weekend sixty minute (60) all day service with current route alignment. Total trips funded = 68 weekday/34 weekends.

Regarding your question on LTAF, the regional transit operators are just beginning to meet to discuss this issue. It is my understanding that Valley Metro/RPTA would conduct public hearings prior to the implementation of additional service cuts.

Kevin Wallace
Transit Program Manager
Maricopa Association of Governments
Phone: 602.254.6300

-----Original Message-----

From: jmcglory@metrophoenixcomputers.com [mailto:jmcglory@metrophoenixcomputers.com]
Sent: Friday, March 19, 2010 9:39 PM
To: Jason Stephens
Subject: Local Bus Routes in South Chandler

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Thank You,

John McGlory
Sent from my Verizon Wireless BlackBerry

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, March 22, 2010 4:41 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jessica Alexander'
Email Address : 'jalexander@glendaleaz.com'
Subject : 'Bicycling Brochures'
Page : '/display.cms'
Feedback :
'Greetings from the Glendale Visitor Center!'

The Glendale Visitor Center assists in approximately 1,500 visitors per month with their vacation and information needs.
Your brochure has been so popular we are out of stock! We would love for you to send us your 2010 brochures.
Please send us a supply of 100 MetroPhoenix Bike Ways brochures for our racks.

Please send to:
Glendale Visitor Center
Attn: Jessica
5800 W. Glenn Drive, Suite 140
Glendale, AZ 85301

Thank you for helping promote the wonderful experiences Arizona has to offer. If you have any questions, please contact us by e-mail at jalexander@glendaleaz.com

Warmest Regards,
Jessica Alexander,
Tourism Information Specialist'

Jason Stephens

From: josephlagunas [mormon339@yahoo.com]
Sent: Wednesday, March 24, 2010 3:39 PM
To: Jason Stephens
Subject: Dear jstephens

A High Speed train from Phoenix to Las Vegas ?

IT will be better for the people of valley of the sun because people are spending way more money getting to and from Vegas by the airline and driving up the dangerous highways. A High speed train will save people a lot of money and a lot of life !

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, March 24, 2010 2:23 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'David Moxley'
Email Address : 'dmoxley@atiaz.com'
Subject : 'Development Impact Fees Study'
Page : NULL

Feedback :

'MAG did a study on Development Impact Fees back in 2002, are there any plans on a new study on these fees? Or are there newer studies that I missed?

Thank you.

David'

Jason Stephens

From: josephlagunas [mormon339@yahoo.com]
Sent: Wednesday, March 24, 2010 3:39 PM
To: Jason Stephens
Subject: Dear jstephens

A High Speed train from Phoenix to Las Vegas ?

IT will be better for the people of valley of the sun because people are spending way more money getting to and from Vegas by the airline and driving up the dangerous highways. A High speed train will save people a lot of money and a lot of lives !

Bus company probed after I-10 crash kills 6



DAVID KADLUBOWSKI/THE ARIZONA REPUBLIC

Workers remove bodies after a tour bus rolled over on Interstate 10 Friday, killing six people and injuring 16. The crash occurred at 5:25 a.m. when, authorities say, the bus rear-ended a pickup truck, fishtailed, swerved and then rolled down an embankment.

Calif.-based carrier has a history of safety violations

By Robert Anglen
THE ARIZONA REPUBLIC



NICK OZA/THE ARIZONA REPUBLIC

Drs. Chris Cundiff and Rachel Levitan, at the ER at Maricopa Medical Center in Phoenix, treat passengers who were injured in the crash.

Searching for answers

State and federal investigators begin the painstaking work of trying to piece together the cause of Friday's deadly bus crash on I-10, while other officials

The company that owns a tour bus that rolled over Friday on Interstate 10, killing six people, has a history of safety violations, no federal record of insurance and could not legally carry passengers in Arizona, *The Arizona Republic* has learned.

Transportation-safety records and federal regulators confirm the only two buses owned by Tierra Santa Inc. of Van Nuys, Calif., were not licensed to carry passengers across state lines.

But Tierra Santa's buses have been hauling passengers from Mexico across the Southwest to California, even though they were stopped and cited three times last year by state and federal transportation inspectors in Arizona, New Mexico and Texas.

Federal regulators were unable to say Friday why the buses were allowed to continue operating.

"I cannot comment. It is an ongoing investigation," said Duane DeBruyne, a Federal Motor Carrier Safety Administration spokesman,

Millions in claims paid

City employees average 1 vehicle accident a day, Republic analysis finds

By Scott Wong
THE ARIZONA REPUBLIC

City of Phoenix vehicles are involved in at least one accident a day on average, according to an *Arizona Republic* analysis of liability claims paid by the city in the past five years.

From 2005 to 2009, Phoenix paid

claims for 2,339 accidents involving police cars, firetrucks, buses and other city vehicles, costing taxpayers about \$15.7 million. That works out to roughly 1.3 accidents per day, including weekends.

Figures for 2009 covered only part of the year, meaning the total number of claims likely will be higher when they are tallied this year.

Vehicle-related accidents have proven to be the most costly type of claim for the cash-strapped city, which this week cut \$64 million in services and eliminated nearly 520 positions from the general-fund budget.

But city officials say the large number of

See ACCIDENTS Page B6



MARK HENLE/THE ARIZONA REPUBLIC

Investigators inspect the mangled remains of a tour bus that hit a pickup on Interstate 10 south of Ahwatukee and rolled over, killing six people aboard and injuring the 16 other riders. To see a slide show of more photos from this story, go to news.azcentral.com.

6 passengers die in bus crash

Authorities work to find cause, ID victims

By Glen Creno, Megan Boehnke
and Eddi Trevizo
THE ARIZONA REPUBLIC

Investigators are expected to spend weeks looking for the reasons an illegally operating tour bus rear-ended a pickup truck early Friday on Interstate 10 south of Ahwatukee and veered into a horrific rollover that killed or injured everyone onboard.

Of the 22 people aboard, four women

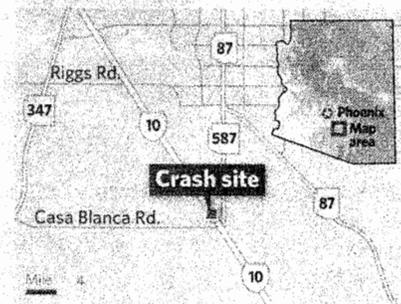
and two men died after they were tossed from the Los Angeles-bound bus, which started its journey Thursday in central Mexico.

The remaining passengers were taken to five Valley hospitals and included five passengers flown by helicopter in critical condition. Three children and the driver were among the injured.

Federal transportation officials said

See BUS CRASH Page B3

Bus-crash site



Source: Department of Public Safety
JACY SMITH/THE ARIZONA REPUBLIC

Freeway to hell

By JON TALTON
SPECIAL TO AFN

What will be the final nail in the coffin of the city of Phoenix?

I vote for the Loop 202 South Mountain Freeway.

If the freeway is built, it will be a gamble for everybody - a bet that the old sprawl model can work one last time to generate short-term profits for the Real Estate Industrial Complex by turning largely worthless land into sites for tilt-up commercial space, subdivisions, shopping strips, In-N-Out Burger boxes and the entire dreary aggregation of suburbia. Some stand to get very wealthy off the deal, including, apparently, Phoenix City Councilman Sal DiCiccio. Like so many "local leaders," he is not a high-tech entrepreneur, venture capitalist, stem-cell researcher, professor or clergyman - he's a real-estate guy. But with so much leverage still weighing down the development game and higher energy prices just around the corner, one has to wonder if the ol' Growth Machine has one more go in it. Yet Arizona is like a dinosaur whose tiny reptilian brain hasn't yet processed that its tail is on fire - so it will keep building out a 1965 transportation system.

It worked in LA in 1965 because Los Angeles actually had a real economy, not just a real-estate economy. And gasoline was still cheap; America itself had not yet had its national oil peak. Now Southern California has destroyed so much of itself with freeways and, facing the damage, has embarked on rebuilding its once-great rail infrastructure. Thus, LA now has one of the nation's most extensive light-rail systems and commuter rail operations. In Phoenix (and this deserves its own Phoenix 101 post), freeways were mostly about maximizing profits for landholders and developers whose property was otherwise good only for agriculture or worthless desert. The real economy always lagged, and finally stopped trying to keep up entirely. But the biggest loser from the freeways was the city of Phoenix.

Phoenixians paid by far the largest amount of sales taxes that then sucked development, residents and ultimately much of the region's already limited business base out of the city. Yes, the city nominally benefits from the development along the Loop 101 in far north Phoenix - but that area is not culturally, socially or historically part of the city - and it can't make up for the damage done by the Papago Freeway, or ultimately abandoned Paradise Parkway, or the probably hundreds of thousands of lost jobs. Much less can it make up for the damage done to the city economy by East Valley suburbs that exist only because of aggressive freeway building. And Phoenixians paid for this privilege.

The South Mountain Freeway would complete the encirclement of the city by suburban freeways. If the financial system allows it, it would lead to the predictable wave of soul-destroying warehouses and office "parks," most built on spec. The leasing boys would be about town luring companies in the central city out to new space on the loop. And so limited is the local economy - yes, it is largely a zero-sum game. While some of this might be nominally located in the city limits, it will pull companies and potential investment away from downtown, the central city, even the Biltmore area. Thus, like its predecessors, this new freeway will help deter reinvestment in the existing urban footprint while helping expand linear slums, tear-downs and empty land in the core.

The environmental consequences will be similarly atrocious. Car-caused pollution is already the largest smog problem in the region, which suffers from high asthma and other smog-worsened illnesses. This freeway will make it worse. It will help kill off the last of agriculture in the southwest part of the metro area, further aggravating the dangerous heat island. Apparently it will be the most expensive freeway yet built - that's helpful for a state that is selling off its crappy buildings just to stay out of hock. And at a time when the world is changing, it is a foolish diversion of resources and attention. The metro area should

be focused on providing frequent, convenient 21st-century transportation options, especially commuter rail, light-rail and trains to Tucson (and LA), as well as the Sky Train at the airport. These projects would create more jobs, especially permanent ones, than freeway-building. They would reduce pollution and give the region a chance, at least, in the higher-cost energy future.

Metro Phoenix has enough freeways. It has too many freeways. Need to bypass the city on Interstate 10? Do it at Casa Grande using Interstate 8 and then rejoin I-10 via Arizona 85, or vice versa.

The city of Phoenix is already at the tipping point. It has the majority of the metro area's poor, working poor, including low-skilled, first-generation immigrants with no way into the mainstream. It has the majority of social problems, linear slums and underfunded, underperforming schools. It lacks the economic size and diversity of any other city of its population, or even those considerably less populous. Thus it increasingly struggles to meet its "carrying costs" as a large city, much less compete in the world economy. Nor does it have the cool, energetic downtown and urban neighborhoods to attract young talent (choices its competitors all offer, while also having local-like subdivisions outside town, too). The spec crapola in places like Chandler and Goodyear, built in the mid-2000s, will siphon off more economic vitality in whatever tepid recovery might come.

The South Mountain Freeway has no redeeming value - unless you're one of the elites who will profit from it. Or one of perhaps the majority that can't even imagine another "lifestyle" that isn't built around endless driving and freeways. That's how they roll in "the Valley," right?

Jon Talton is a journalist and author living in Seattle. He writes the "On the Economy" column for the Seattle Times and is editor and publisher of the blog Rogue Columnist (www.roguecolumnist.com).

Format: The Republic
ECS/MJ/TAN L & S JOURNALIST

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2010

SUBJECT:

Approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an Air Quality Conformity Analysis

SUMMARY:

The 1990 Federal Clean Air Act Amendments require that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects needs to be conducted, prior to consideration of the program for final approval. Members are being asked to recommend approval of the draft program to undergo an air quality conformity analysis.

The TIP serves as a five-year regional guide for the preservation, management and expansion of transportation facilities and services in the MAG area, including highways, streets, ridesharing, public transit, and various congestion mitigation and air quality improvement projects. The draft TIP contains all regionally significant projects within the region, regardless of funding source. All MAG member agencies have been consulted regarding projects incorporated into the draft document, including locally and privately funded projects.

PUBLIC INPUT:

Several public hearings and meetings have been held in conjunction with the preparation of the Draft FY 2011-2015 TIP, as well as the Draft Regional Transportation Plan - 2010 Update. A transportation public hearing was held on June 18, 2009, and the public input received was included in the MAG Transportation Public Involvement Report dated June 30, 2009. A transportation public meeting was held on October 13, 2009, and a compilation of the input received was provided at the Transportation Policy Committee meeting on October 21, 2009. A transportation public hearing was held on March 19, 2010, and the result are being reported under a separate item on the April Transportation Policy Committee agenda.

PROS & CONS:

PROS: Approval of this item will allow the projects included in the TIP to undergo a conformity analysis and continue the process to enable them to be implemented. If this item is not approved, most of the projects that are not included in the previous TIP will remain invalid projects and will not be eligible for construction or for using federal funds.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The TIP needs to undergo a conformity analysis for air quality purposes prior to being formally approved by the Regional Council and the Governor. The conformity analysis and the federally funded program also need to be reviewed and approved by federal officials.

POLICY: Approval of the TIP for a conformity analysis implies approval of the projects contained within the TIP, including the allocation of funds and project priorities.

ACTION NEEDED:

Recommend approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: On April 14, 2010, the Management Committee recommended approval of the Draft FY 2011-2015 MAG Transportation Improvement Program - Listing of Projects for an air quality conformity analysis.

MEMBERS ATTENDING

Patrice Kraus for Mark Pentz, Chandler	Darryl Crossman, Litchfield Park
Carl Swenson, Peoria, Vice Chair	Christopher Brady, Mesa
# George Hoffman, Apache Junction	Jim Bacon, Paradise Valley
Charlie McClendon, Avondale	David Cavazos, Phoenix
Scott Lowe for Stephen Cleveland, Buckeye	# John Kross, Queen Creek
* Gary Neiss, Carefree	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Usama Abujbarah, Cave Creek	Dave Richert, Scottsdale
Spencer Isom for B.J. Cornwall, El Mirage	Michael Celaya for Mark Corona, Surprise
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	Jeff Kulaga for Charlie Meyer, Tempe
Julie Ghatti for Rick Davis, Fountain Hills	# Chris Hagen for Reyes Medrano, Tolleson
Rick Buss, Gila Bend	Gary Edwards, Wickenburg
* David White, Gila River Indian Community	Lloyce Robinson, Youngtown
Michelle Gramley for Collin DeWitt, Gilbert	Robert Samour for John Halikowski, ADOT
Brent Stoddard for Ed Beasley, Glendale	Kenny Harris for David Smith, Maricopa County
Mark Gaillard for John Fischbach, Goodyear	David Boggs, Valley Metro/RPTA
Bill Hernandez, Guadalupe	

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee: On March 29, 2010, the MAG Transportation Review Committee recommended the Draft FY 2011-2015 MAG TIP - Listing of Projects for an air quality conformity analysis.

MEMBERS ATTENDING

Peoria: David Moody	Chandler: RJ Zeder for Patrice Kraus
ADOT: Kwi-Kang Sung for Floyd Roehrich	El Mirage: Lance Calvert
* Avondale: David Fitzhugh	Fountain Hills: Randy Harrel
Buckeye: Scott Lowe	Gila Bend: Eric Fitzer for Rick Buss
	Gila River: Sreedevi Samudrala for Doug

Torres
Gilbert: Michelle Gramley for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
* Guadalupe: Gino Turrubiarres
Litchfield Park: Paul Ward for Woody
Scoutten
Maricopa County: John Hauskins
Mesa: Jeff Martin for Scott Butler
Paradise Valley: Bill Mead

Phoenix: Wylie Bearup for Ed Zuercher
* Queen Creek: Troy White
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Dan Cook
* ITS Committee: Debbie Albert
* Bicycle/Pedestrian Committee: Peggy
Rubach

* Transportation Safety Committee: Kerry
Wilcoxon

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

+ Attended by Videoconference

CONTACT PERSON:

Stephen Tate or Roger Herzog, (602) 254-6300.



DRAFT

FY 2011-2015



TRANSPORTATION IMPROVEMENT PROGRAM

TIP

**APRIL
2010**



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HIGHWAY PROJECT LISTINGS

The following pages contain a listing of all of the Highway projects submitted by member agencies for inclusion in the FY 2011-2015 MAG TIP. They are sorted by agency, then by fiscal year and then alphabetically by location.

The TIP is not a static document, in that the projects contained are continually evolving and many changes to the scopes, schedules and budgets often occur during development of the program. As a result, if and/or when changes to this program happen, the requisite notification will occur and will be published in the form of Change Sheets, which will be displayed on the MAG website.

Any changes to projects that have air quality impacts will not be made to this copy of the TIP, but will be addressed as required by Federal Regulations and Arizona Statutes in the form of a Regional Emissions Analysis and consequent TIP amendment(s), as appropriate.

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Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	DOT11-101	10: 32nd St - SR202L, Santan, Phase 1	R/W Acquisition	11.0	0		RARF	0	71,000,000	0	71,000,000
	DOT08-750ACX	10: Sarival Ave to Dysart Rd	Reimbursement of advance construction for HOV and general purpose lanes advance constructed in 2008	4.0	4	8	RARF	0	79,000,000	-79,000,000	0
	DOT08-817	10: TI at Desert Creek/323rd Avenue/Mp 105.5	Design traffic interchange	0.0	0	0	Private	0	0	1,900,000	1,900,000
	DOT09-903	10:395th Ave	Design Traffic Interchange	0.0	0	0	Private	0	0	1,820,000	1,820,000
	DOT11-919	10: Sarival Ave to Dysart Rd	Landscape Construction	0.0	0	0	State	0	0	5,000,000	5,000,000
	DOT11-114	101L (Agua Fria): Union Hills Dr	Reimbursement for Advance Design and Right-of-Way Acquisition (City of Peoria, TIP# DOT11-724)	0.0	0	0	RARF	0	775,000	0	775,000
	DOT11-720	17: Arizona Canal to Loop 101 (Pima Fwy)	Design FMS	0.0	0	0	CMAQ	660,100	0	39,900	700,000
	DOT08-6C39	17: Bethany Home Rd to Northern Ave (Alhambra District)	R/W and construction of a pedestrian walkway along frontage roads	2.0	4	4	CMAQ	1,980,300	0	119,700	2,100,000
	DOT11-721	17: Loop 101 (Pima Fwy) to SR-74 (Carefree Hwy)	Design FMS	10.0	0	0	CMAQ	754,400	0	45,600	800,000
	DOT09-6C07	202 (Red Mountain Fwy): Loop 101 (Pima Fwy) to Gilbert Rd	Construct FMS	3.4	0	0	CMAQ	5,186,500	313,500	0	5,500,000
	DOT11-106	202 (Santan Fwy): Gilbert Rd to Price Rd	Design HOV and Ramp		0		RARF	0	5,400,000	0	5,400,000
	DOT08-6C38	202 (Santan Fwy): Lindsay Rd to Gilbert Rd	Design and construct multi-use paths	1.0	4	4	CMAQ	471,500	0	28,500	500,000
	DOT11-731	202 (South Mountain Fwy): I-10 (west) to I-10 (east)	R/W Acquisition	8.0	0	0	RARF	0	60,000,000	0	60,000,000
	DOT11-107	303 (Estrella Fwy): Camelback Rd - Glendale Ave	R/W Acquisition		0		State	0	0	10,000,000	10,000,000
	DOT11-108	303 (Estrella Fwy): Glendale Ave - Peoria Ave	R/W Acquisition		0		State	0	0	85,900,000	85,900,000
	DOT11-109	303 (Estrella Fwy): I-10 Reliever/MC85 to I-10	R/W Acquisition		0		State	0	0	5,000,000	5,000,000
	DOT12-123	303 (Estrella Fwy): Peoria Ave - Waddell Rd	Construction				State	0	0	60,000,000	60,000,000
	DOT11-110	303 (Estrella Fwy): Peoria Ave - Waddell Rd	Landscape Design	0.0	0		State	0	0	200,000	200,000
	DOT11-111	303 (Estrella Fwy): Thomas Rd - Camelback Rd	R/W Acquisition		0		State	0	0	62,200,000	62,200,000
	DOT11-112	303 (Estrella Fwy): Waddell Rd - Mountain View Rd	Construction				State	0	0	94,000,000	94,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	DOT11-113	303 (Estrella Fwy): Waddell Rd - Mountain View Rd	Landscape Design	0.0	0		State	0	0	300,000	300,000
	DOT11-829	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	Construct traffic interchange (Phase 1, I-10 realignment)	0.0	0	0	RARF	0	253,000,000	0	253,000,000
	DOT10-6C29	60 (Grand Ave): Loop 101 (Agua Fria Fwy) to McDowell Rd, Phase 1	Widen roadway	12.5	6	10	NHS	22,254,800	1,345,200	0	23,600,000
	DOT11-827	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2011)	5.0	0	0	RARF	0	2,000,000	0	2,000,000
	DOT11-105	85: Warner Street Bridge	Construction				State	0	0	5,300,000	5,300,000
	DOT11-115	I-17: Dixileta Dr	Reimbursement for Advance Design	0.0	0	0	RARF	0	1,000,000	0	1,000,000
	DOT11-GAN09	MAG regionwide	STP-MAG funds available for repayment of GANS or AC projects	0.0	0	0	STP-MAG	31,206,331	-31,206,331	0	0
	DOT11-740	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	0.0	0	0	RARF	0	15,000,000	0	15,000,000
	DOT11-831	MAG regionwide	Improve traffic interchanges	0.0	0	0	State	0	0	3,000,000	3,000,000
	DOT11-743	MAG regionwide	Risk management indemnification	0.0	0	0	RARF	0	2,500,000	0	2,500,000
	DOT11-741	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	2,500,000	0	2,500,000
	DOT11-733	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	4,500,000	0	4,500,000
	DOT11-739	MAG regionwide	Preliminary engineering (ADOT staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000
	DOT11-737	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	11,700,000	0	11,700,000
	DOT11-772	MAG regionwide	Preserve and maintain FMS	0.0	0	0	CMAQ	500,000	0	220,000	720,000
	DOT11-735	MAG regionwide	Design change orders	0.0	0	0	RARF	0	3,000,000	0	3,000,000
	DOT11-742	MAG regionwide	Right of way property management	0.0	0	0	RARF	0	500,000	0	500,000
	DOT11-736	MAG regionwide	Freeway service patrols	0.0	0	0	State	0	0	800,000	800,000
	DOT98-111	PI101L10IRD -- 101L Pima Fwy: Pima Rd Extension (JPA)	Design roadway extension	3.0	0	0	RARF	0	297,000	0	297,000
Total for FY 2011								63,013,931	484,124,369	256,873,700	804,012,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	DOT12-832	10 at Perryville Rd	Design traffic interchange	0.2	0	0	RARF	0	1,300,000	0	1,300,000
	DOT12-114	10 at Perryville Rd	R/W Acquisition	0.2	0	0	RARF	0	1,800,000	0	1,800,000
	DOT12-115	10: 32nd St - SR202L, Santan, Phase 1	Design	11.0	0		NHS	11,033,100	0	666,900	11,700,000
	DOT12-116	10: 32nd St - SR202L, Santan, Phase 2	Design	11.0	0		NHS	7,544,000	0	456,000	8,000,000
	DOT12-117	10: 32nd St - SR202L, Santan, Phase 2	R/W Acquisition	11.0	0		NHS	23,480,700	0	1,419,300	24,900,000
	DOT12-118	10: Loop 101 (Agua Fria) to I-17	Utility Design		0		IM	943,000	0	57,000	1,000,000
	DOT09-826	10: TI at Desert Creek/323rd Avenue/Mp 105.6	Construct Traffic Interchange	0.1	8	10	Private	0	0	18,500,000	18,500,000
	DOT09-901	10:395th Ave	Construct Traffic Interchange	0.0	0	0	Private	0	0	18,200,000	18,200,000
	DOT12-841	101 (Agua Fria Fwy): Northern Ave to US-60 (Grand Ave)	Construct northbound auxiliary lanes	3.0	0	0	State	0	0	1,900,000	1,900,000
	DOT12-842	101 (Pima Fwy): I-17 to Tatum Blvd	Design HOV lanes	8.0	0	0	State	0	0	2,900,000	2,900,000
	DOT12-834	17: Arizona Canal to Happy Valley Rd	Construct FMS	0.0	0	0	CMAQ	6,789,600	0	410,400	7,200,000
	DOT12-128	202: 17th Avenue to 51st Avenue, Segment 3	R/W Acquisition		0		State	0	0	80,000,000	80,000,000
	DOT12-119	202: 17th Avenue to 51st Avenue, Segment 3	Design		0		State	0	0	16,000,000	16,000,000
	DOT12-120	303 (Estrella Fwy): Camelback Rd - Glendale Ave	R/W Acquisition		0		State	0	0	11,700,000	11,700,000
	DOT12-122	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Landscape Design	0.0	0		State	0	0	300,000	300,000
	DOT12-121	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Construction				State	0	0	113,000,000	113,000,000
	DOT12-125	303 (Estrella Fwy): Thomas Rd - Camelback Rd	Landscape Design	0.0	0		State	0	0	200,000	200,000
	DOT12-124	303 (Estrella Fwy): Thomas Rd - Camelback Rd	Construction				State	0	0	72,000,000	72,000,000
	DOT12-126	303 (Estrella Fwy): Waddell Rd - Mountain View Rd	Landscape Construction	0.0	0		State	0	0	4,500,000	4,500,000
	DOT12-127	303 (Estrella Fwy): Grand Ave/SR303L Interchange	Design		0		State	0	0	3,400,000	3,400,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total	
2012	DOT14-153	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	Landscape Design	0.0	0		State	0	0	500,000	500,000	
	DOT14-154	303 (Estrella Fwy): Peoria Ave - Waddell Rd	Landscape Construction	0.0	0		State	0	0	2,400,000	2,400,000	
	DOT12-838	60 (Superstition Fwy) at Meridian Rd	Design traffic interchange	0.0	0	0	State	0	0	800,000	800,000	
	DOT12-845	802 (Williams Gateway Fwy): 202 (Santan Fwy) to Meridian Rd	Protect right of way (FY 2012)	5.0	0	0	RARF	0	2,000,000	0	2,000,000	
	DOT12-129	I-17: Dixileta Dr	Reimbursement for Advance Construction (TIP# DOT06-604)	0.0	0	0	RARF	0	9,545,000	0	9,545,000	
	DOT12-GAN10	MAG regionwide	STP-MAG funds available for repayment of GANs or AC projects	0.0	0	0	STP-MAG	30,297,408	-30,297,408	0	0	
	DOT12-861	MAG regionwide	Risk management indemnification	0.0	0	0	RARF	0	2,300,000	0	2,300,000	
	DOT12-860	MAG regionwide	Right of way property management	0.0	0	0	RARF	0	500,000	0	500,000	
	DOT12-857	MAG regionwide	Preliminary engineering (management consultant, 30% plans design)	0.0	0	0	RARF	0	15,000,000	0	15,000,000	
	DOT12-852	MAG regionwide	Freeway service patrols	0.0	0	0	State	0	0	900,000	900,000	
	DOT12-849	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	4,500,000	0	4,500,000	
	DOT12-859	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	2,500,000	0	2,500,000	
	DOT12-850	MAG regionwide	Design change orders	0.0	0	0	RARF	0	3,000,000	0	3,000,000	
	DOT12-858	MAG regionwide	Preserve and maintain FMS	0.0	0	0	CMAQ	500,000	0	220,000	720,000	
	DOT12-854	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	11,700,000	0	11,700,000	
	DOT12-856	MAG regionwide	Preliminary engineering (ADOT staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000	
	DOT99-124	PI101L10IRC -- 101L Pima Fwy: Pima Rd Extension (JPA)	Construct roadway extension	3.0	0	4	RARF	0	3,634,000	0	3,634,000	
	Total for FY 2012								80,587,808	28,981,592	350,429,600	459,999,000
	2013	DOT13-129	10: 32nd St - SR202L, Santan, Phase 1	Construct Local Express Lanes	11.0			NHS	157,858,200	0	9,541,800	167,400,000
		DOT13-130	10: 32nd St - SR202L, Santan, Phase 3	Design	11.0	0		RARF	0	9,400,000	0	9,400,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	DOT13-131	10: 32nd St - SR202L, Santan, Phase 3	R/W Acquisition	11.0	0		RARF	0	72,200,000	0	72,200,000
	DOT09-964	10: Loop 101 (Agua Fria Fwy) to I-17	Utilities Construction	0.0	0	0	STP-MAG	12,636,200	0	763,800	13,400,000
	DOT06-603	10: Loop 101 (Agua Fria Fwy) to I-17, Phase 1	Design roadway widening	9.2	0	0	State	0	0	4,800,000	4,800,000
	DOT13-948	10: Perryville Rd	Construct Traffic Interchange	0.0	0	0	NHS	13,800,000	0	4,200,000	18,000,000
	DOT13-143	101 (Agua Fria Fwy): I-10 to US 60 (Grand Ave)	Design HOV lanes		0		NHS	2,734,700	0	165,300	2,900,000
	DOT13-928	101 (Pima Fwy): I-17 - Tatum Blvd	Construct HOV	7.0	6	8	State	0	0	41,900,000	41,900,000
	DOT13-929	101(Pima Fwy): Shea Blvd - SR202L, Red Mountain	Design General Purpose Lane	0.0	0	0	State	0	0	6,400,000	6,400,000
	DOT13-132	202 (Santan Fwy): Gilbert Rd to Price Rd	Construct HOV and Ramp				STP-AZ	36,200,000	40,600,000	0	76,800,000
	DOT13-133	202: 17th Avenue to 51st Avenue, Segment 3	R/W Acquisition		0		State	0	0	115,500,000	115,500,000
	DOT13-134	202: I-10 West/202 Interchange, Segment 9	Design		0		State	0	0	10,500,000	10,500,000
	DOT13-135	202: Salt River to Van Buren St, Segment 8	Design		0		State	0	0	12,400,000	12,400,000
	DOT13-137	303 (Estrella Fwy): Camelback Rd - Glendale Ave	Landscape Design	0.0	0		State	0	0	200,000	200,000
	DOT13-136	303 (Estrella Fwy): Camelback Rd - Glendale Ave	Construction				State	0	0	62,900,000	62,900,000
	DOT13-138	303 (Estrella Fwy): Glendale Ave - Peoria Ave	Landscape Construction	0.0	0		State	0	0	3,500,000	3,500,000
	DOT13-139	303 (Estrella Fwy): Grand Ave/SR303L Interchange	R/W Acquisition		0		State	0	0	25,000,000	25,000,000
	DOT13-140	303 (Estrella Fwy): Thomas Rd - Camelback Rd	Landscape Construction	0.0	0		State	0	0	2,400,000	2,400,000
	DOT13-141	303 (Estrella Fwy): I-10/303 Interchange, Phase 1	Landscape Construction	0.0	0		State	0	0	7,000,000	7,000,000
	DOT13-951	60 (Grand Ave) : SR101L (Agua Fria Fwy) - Van Buren St, Phase 2	Design Improvements	0.0	0	0	State	0	0	1,500,000	1,500,000
	DOT13-953	60 (Superstition Fwy) at Meridian Rd	Construct Traffic Interchange	0.0	0	0	State	0	0	11,700,000	11,700,000
	DOT13-144	I-10: Dysart Rd - 101L, Agua Fria	Reimbursement for Advance Design (TIP# DOT07-744)	0.0	0	0	RARF	0	2,805,000	0	2,805,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	DOT13-942	MAG regionwide	FMS projects	0.0	0	0	CMAQ	7,544,000	0	456,000	8,000,000
	DOT13-947	MAG regionwide	Right of Way Property Management	0.0	0	0	RARF	0	450,000	0	450,000
	DOT13-946	MAG regionwide	Freeway Service Patrols	0.0	0	0	State	0	0	900,000	900,000
	DOT13-945	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	1,800,000	0	1,800,000
	DOT13-943	MAG regionwide	Preserve and maintain FMS	0.0	0	0	State	0	0	720,000	720,000
	DOT13-940	MAG regionwide	Design Change Orders	0.0	0	0	RARF	0	3,000,000	0	3,000,000
	DOT13-939	MAG regionwide	Preliminary Engineering (ADOT Staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000
	DOT13-938	MAG regionwide	Preliminary Engineering (Management Consultants, 30% Plans Design)	0.0	0	0	RARF	0	12,000,000	0	12,000,000
	DOT13-937	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	12,600,000	0	12,600,000
	DOT13-142	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	3,500,000	0	3,500,000
	DOT13-941	MAG regionwide	Risk Management Indemnification	0.0	0	0	RARF	0	2,300,000	0	2,300,000
Total for FY 2013								230,773,100	162,155,000	322,446,900	715,375,000
2014	DOT14-144	10: 32nd St - SR202L, Santan, Phase 2	Construct Local Express Lanes	11.0			NHS	107,502,000	0	6,498,000	114,000,000
	DOT07-637	10: Loop 202 (Santan Fwy) to Riggs Rd	Design freeway widening from 4 lanes to 6, plus HOV lanes	6.3	4	6	State	0	0	4,800,000	4,800,000
	DOT14-145	10: Sky Harbor West Airport Access	Design		0		RARF	0	2,600,000	0	2,600,000
	DOT14-146	10: Sky Harbor West Airport Access	R/W Acquisition	0.0	0		RARF	0	10,600,000	0	10,600,000
	DOT14-166	101 (Agua Fria Fwy): I-10 to US 60 (Grand Ave)	Construct HOV lanes				State	0	0	41,100,000	41,100,000
	DOT14-167	101 (Agua Fria Fwy): US 60 (Grand Ave) to I-17	Design HOV lanes		0		State	0	0	3,300,000	3,300,000
	DOT14-147	101 (Pima Fwy): Shea Blvd to SR 202 (Red Mountain)	Construction General Purpose lanes	6.0	2	2	State	0	0	91,000,000	91,000,000
	DOT12-835	17: Arizona Canal to Loop 101 (Pima Fwy)	Design general purpose lanes	0.0	6	8	State	0	0	6,000,000	6,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2014	DOT13-930	202 (Red Mountain Fwy): SR101L - Gilbert Rd	Design General Purpose Lane	0.0	0	0	State	0	0	3,900,000	3,900,000
	DOT11-730	202 (Santan Fwy): Price Rd - I-10	Design HOV lanes and ramps	0.0	0	0	State	0	0	3,500,000	3,500,000
	DOT14-148	202: 17th Avenue to 51st Avenue, Segment 3	Construction				State	0	0	227,700,000	227,700,000
	DOT14-149	202: I-10 West/202 Interchange, Segment 9	R/W Acquisition		0		State	0	0	114,300,000	114,300,000
	DOT14-150	202: Salt River to Van Buren St, Segment 8	R/W Acquisition		0		State	0	0	131,000,000	131,000,000
	DOT14-151	303 (Estrella Fwy): Camelback Rd - Glendale Ave	Landscape Construction	0.0	0		State	0	0	2,400,000	2,400,000
	DOT14-152	303 (Estrella Fwy): Grand Ave/SR303L Interchange	Construction Interim TI				State	0	0	48,400,000	48,400,000
	DOT14-155	60 (Grand Ave) : SR101L (Agua Fria Fwy) - Van Buren St, Phase 2	Construction				State	0	0	20,500,000	20,500,000
	DOT12-836	60 (Grand Ave): Loop 303 (Estrella Fwy) to SR 101L (Agua Fria Fwy), Phase 2	Design traffic interchange	12.5	6	10	State	0	0	3,480,000	3,480,000
	DOT13-952	60 (Grand Ave): SR303L - SR101L (Agua Fria Fwy), Phase 2	R/W Acquisition	0.0	0	0	State	0	0	6,500,000	6,500,000
	DOT14-156	60 (Grand Ave): SR303L - SR101L (Agua Fria Fwy), Phase 2	R/W Acquisition	0.0	0		State	0	0	4,700,000	4,700,000
	DOT14-101	802 (Williams Gateway): SR202L, Santan - Ellsworth Phase 1	Reimbursement for Advance Design (City of Mesa TIP# DOT10-850)	0.0	0	0	RARF	0	12,000,000	0	12,000,000
	DOT14-102	802 (Williams Gateway): SR202L, Santan - Ellsworth Phase 1	Reimbursement for Advance Right-of-Way Acquisition (City of Mesa, TIP# DOT10-851)	0.0	0	0	RARF	0	33,000,000	0	33,000,000
	DOT14-103	I-10, Dysart Rd - 101L, Agua Fria	Reimbursement for Advance Construction (TIP# DOT08-747)	0.0	0	0	RARF	0	51,000,000	0	51,000,000
	DOT14-168	MAG regionwide	Preliminary Engineering (ADOT Staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000
	DOT14-165	MAG regionwide	Risk Management Indemnification	0.0	0	0	RARF	0	2,300,000	0	2,300,000
	DOT14-169	MAG regionwide	Preserve and maintain FMS	0.0	0	0	CMAQ	500,000	0	220,000	720,000
	DOT14-158	MAG regionwide	Design Change Orders	0.0	0		RARF	0	3,000,000	0	3,000,000
	DOT14-163	MAG regionwide	Right of Way Property Management	0.0	0	0	RARF	0	450,000	0	450,000
	DOT14-162	MAG regionwide	Preliminary Engineering (Management Consultants, 30% Plans Design)	0.0	0	0	RARF	0	10,000,000	0	10,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2014	DOT14-161	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	12,600,000	0	12,600,000
	DOT14-160	MAG regionwide	Freeway Service Patrols	0.0	0	0	State	0	0	900,000	900,000
	DOT14-159	MAG regionwide	FMS projects	0.0	0		CMAQ	7,544,000	0	456,000	8,000,000
	DOT14-157	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	3,500,000	0	3,500,000
	DOT14-164	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	1,800,000	0	1,800,000
Total for FY 2014								115,546,000	144,350,000	720,654,000	980,550,000
2015	DOT15-170	10: 32nd St - SR202L, Santan, Phase 3	Construct Local Express Lanes	11.0			RARF	0	134,600,000	0	134,600,000
	DOT08-668	10: Loop 101 (Agua Fria Fwy) to I-17, Phase 1	Construct roadway widening	9.2	8	10	STP-AZ	43,400,000	25,000,000	0	68,400,000
	DOT09-698	10: Loop 202 (Santan Fwy) to Riggs Rd	Widen freeway from 4 lanes to 6, plus HOV lanes	6.3	4	6	NHS	65,195,000	3,705,000	0	68,900,000
	DOT15-171	10: Sky Harbor West Airport Access	Construct Access Ramps				RARF	0	37,400,000	0	37,400,000
	DOT15-188	101 (Agua Fria Fwy): US 60 (Grand Ave) to I-17	Construct HOV lanes				State	0	0	47,400,000	47,400,000
	DOT13-950	17: Arizona Canal - SR101L	Construct General Purpose Lane	6.0	8	10	State	0	0	86,400,000	86,400,000
	DOT07-329R	17: Peoria Ave to Greenway Rd	Construct drainage improvements	0.0	0	0	State	0	0	16,500,000	16,500,000
	DOT15-172	202 (Red Mountain Fwy): SR101L - Gilbert Rd	Construct General Purpose Lane				State	0	0	56,400,000	56,400,000
	DOT13-931	202 (Santan Fwy): Price Rd - I-10	Construct HOV and Ramp	6.0	6	8	State	0	0	50,000,000	50,000,000
	DOT15-173	202: I-10 (east) to 24th St, Segment 1	Design		0		State	0	0	8,000,000	8,000,000
	DOT15-174	202: I-10 (east) to 24th St, Segment 1	R/W Acquisition		0		State	0	0	50,000,000	50,000,000
	DOT15-175	202: I-10 West/202 Interchange, Segment 9	Construction				State	0	0	149,200,000	149,200,000
	DOT15-176	202: Salt River Bridge, Segment 7	Design		0		State	0	0	7,000,000	7,000,000
	DOT15-177	202: Salt River Bridge, Segment 7	R/W Acquisition		0		State	0	0	19,000,000	19,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	DOT15-178	202: Salt River to Van Buren St, Segment 8	Construction				State	0	0	177,100,000	177,100,000
	DOT15-179	MAG regionwide	Advance acquire right of way	0.0	0	0	RARF	0	3,500,000	0	3,500,000
	DOT15-190	MAG regionwide	Preserve and maintain FMS	0.0	0	0	CMAQ	500,000	0	220,000	720,000
	DOT15-189	MAG regionwide	Preliminary Engineering (ADOT Staff)	0.0	0	0	RARF	0	1,500,000	0	1,500,000
	DOT15-187	MAG regionwide	Risk Management Indemnification	0.0	0	0	RARF	0	2,300,000	0	2,300,000
	DOT15-186	MAG regionwide	Right of way plans and titles	0.0	0	0	RARF	0	1,800,000	0	1,800,000
	DOT15-185	MAG regionwide	Right of Way Property Management	0.0	0	0	RARF	0	450,000	0	450,000
	DOT15-184	MAG regionwide	Preliminary Engineering (Management Consultants, 30% Plans Design)	0.0	0	0	RARF	0	8,000,000	0	8,000,000
	DOT15-183	MAG regionwide	Maintenance (landscape, litter removal and sweeping)	0.0	0	0	RARF	0	13,500,000	0	13,500,000
	DOT15-182	MAG regionwide	Freeway Service Patrols	0.0	0	0	State	0	0	1,000,000	1,000,000
	DOT15-180	MAG regionwide	Design Change Orders	0.0	0		RARF	0	2,500,000	0	2,500,000
	DOT15-181	MAG regionwide	FMS projects	0.0	0		CMAQ	5,922,040	0	357,960	6,280,000
Total for FY 2015								115,017,040	234,255,000	668,577,960	1,017,850,000
Total for ADOT								604,937,879	#####	2,318,982,160	3,977,786,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	APJ11-102	Baseline Avenue: Meridian Road to Ironwood Drive	Design and Construct Roadway Widening	1.0	2	6	Local	0	0	2,500,000	2,500,000
	APJ11-103	Meridian Road: Broadway Avenue to Southern Avenue	Design and Construct Roadway Widening	1.0	2	4	Local	0	0	2,800,000	2,800,000
	APJ11-101	Meridian Road: Southern Avenue to Baseline Avenue	Design and Construct Roadway Widening	1.0	2	6	Local	0	0	2,800,000	2,800,000
Total for FY 2011								0	0	8,100,000	8,100,000
Total for Apache Junction								0	0	8,100,000	8,100,000

Agency: Avondale

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	AVN11-104	Avondale & McDowell Road	Improve Intersection Capacity-add turn lanes	0.3	4	4	Private	0	0	1,100,000	1,100,000
	AVN11-101	Avondale Boulevard-Lower Buckeye to Miami	Add bike lane, curb & gutter & sidewalk on east-side of Avondale	0.2	4	4	Local	0	0	1,050,000	1,050,000
	AVN11-102	Dysart & McDowell Roadway Improvements	Improve Intersection capacity	0.3	6	6	Local	0	0	1,500,000	1,500,000
Total for FY 2011								0	0	3,650,000	3,650,000
2012	AVN10-009	Avondale & Buckeye Intersection	Improve Intersection Capacity	0.5	6	6	Local	0	0	1,900,000	1,900,000
	AVN12-104	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Design multiuse path	1.0	4	4	Local	0	0	147,104	147,104
	AVN07-621	Dysart Rd: Harrison St to Lower Buckeye Rd	Construct new 3 lane roadway	0.5	0	2	Local	0	0	2,200,000	2,200,000
	AVN12-103	McDowell Road: Aqua Fria Bridge to 119th Avenue	Widen McDowell from 4-lane to a 6-lane	0.5	4	6	Local	0	0	2,000,000	2,000,000
	AVN12-816	Thomas Rd (Alignment): Rancho Santa Fe Blvd to 119th Ave	Pre-design and design for a multi-use path, bridge with lighting and landscaping	0.3	4	4	CMAQ	700,000	0	300,000	1,000,000
Total for FY 2012								700,000	0	6,547,104	7,247,104
2013	AVN13-104	Avondale Blvd: McDowell to Thomas	Add a southbound lane	1.0	2	4	Local	0	0	1,000,000	1,000,000
	AVN13-901	McDowell Rd: 99th Ave to Avondale Blvd and 99th Ave: McDowell Rd to 1/8 mile north	Furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	2.1	6	6	CMAQ	753,467	0	433,626	1,187,093
Total for FY 2013								753,467	0	1,433,626	2,187,093
2014	AVN08-802	107th Ave: Broadway Rd to Alta Vista Rd alignment	Add 1 southbound lane	0.8	2	3	Private	0	0	1,000,000	1,000,000
	AVN08-623	99th Ave: 1/4 mi north of McDowell Rd to 1/4 mi south of Thomas Rd	Add 1 southbound through lane (& dual turn lane)	0.5	4	5	Private	0	0	2,100,000	2,100,000
	AVN08-801	99th Ave: Osborn Rd to Indian School Rd	Add 1 southbound lane (& dual turn lane)	0.5	4	5	Private	0	0	500,000	500,000
	AVN10-813	99th Ave: Thomas Rd to Osborn Rd	Add 1 southbound lane (+dual turn lane)	0.5	4	5	Private	0	0	1,000,000	1,000,000
	AVN08-806	Broadway Rd: Dysart Rd to Avondale Blvd	Construct new 4 lane roadway	2.0	0	4	Private	0	0	2,500,000	2,500,000
	AVN14-107	Central Avenue (in Avondale): Van Buren Street south to Western Avenue	Construct multiuse path	1.0	4	4	CMAQ	1,077,405	0	314,642	1,392,047
	AVN08-808	Dysart Rd: Osborn Rd to Indian School Rd	Add 1 northbound lane	0.5	4	5	Private	0	0	1,000,000	1,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2014	AVN08-807	Dysart Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Add 1 northbound lane	1.0	2	3	Private	0	0	500,000	500,000
	AVN14-105	El Mirage and Lower Buckeye Road	Widen El Mirage & Lower Buckeye Road	0.2	2	4	Local	0	0	810,000	810,000
	AVN08-809	El Mirage Rd: Sunland Ave to 1/4 mile north of Broadway Rd	Widen roadway from 2 to 4 lanes	1.0	2	4	Private	0	0	1,000,000	1,000,000
	AVN08-810	Indian School Rd: 103rd to 99th Ave	Add 1 eastbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN09-902	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 westbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN10-904	McDowell Road: East of 119th Avenue to Avondale Blvd	Add 1 eastbound lane	0.5	4	5	Private	0	0	500,000	500,000
	AVN96-608	Thomas Rd: 103rd to 99th Ave	Add 1 westbound lane	0.5	2	3	Private	0	0	750,000	750,000
	AVN08-625	Van Buren St: 107th Ave to 105th Ave	Add 2 westbound through lane	0.5	2	4	Private	0	0	900,000	900,000
	AVN07-702	Van Buren St: 111th Ave to 107th Ave	Add 2 westbound lane	0.5	3	4	Private	0	0	900,000	900,000
Total for FY 2014								1,077,405	0	14,774,642	15,852,047
2015	AVN15-101	107th Avenue & McDowell Roadway Improvements	Widen 107th Ave & McDowell Road	0.3	3	4	Local	0	0	1,900,000	1,900,000
	AVN11-705	Litchfield Rd: Broadway Rd to Lower Buckeye Rd	Add 1 through lane in each direction	1.0	2	4	Local	0	0	1,600,000	1,600,000
	AVN10-703	Van Buren St: El Mirage to 122nd Ave (North half)	Add 1 westbound through lane, paving, curb and gutter.	0.5	2	3	Local	0	0	145,000	145,000
Total for FY 2015								0	0	3,645,000	3,645,000
Total for Avondale								2,530,872	0	30,050,372	32,581,244

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	BKY11-103	7th St: Norton Dr from Beloat Rd	Design pave unpaved road project	0.4	2	2	Local	0	0	38,664	38,664
	BKY11-801	North Watson Road and MC85 Phase I and Phase II	Pave Unpaved Road	0.2		0	CMAQ	64,456	0	3,896	68,352
	BKY11-904	Southern Ave: Apache Rd to Watson Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.0	2	6	Local	0	0	5,145,941	5,145,941
Total for FY 2011								64,456	0	5,188,501	5,252,957
2012	BKY10-903	Apache Rd: Maricopa Rd to MC 85	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks, rail crossing and canal crossing	0.5	2	4	Local	0	0	2,491,474	2,491,474
	BKY10-802	North Watson Road and MC85 Phase I and Phase II	Design pave dirt road project	0.2		0	Local	0	0	48,840	48,840
	BKY12-906	Rainbow Road: Durango St to Lower Buckeye Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.5	2	6	Local	0	0	2,572,970	2,572,970
	BKY07-703	Various Locations: Yuma Rd, Miller Rd	Pave dirt roads	2.0	2	2	Local	0	0	84,700	84,700
	BKY04-401B	Verrado Way: Sunrise Ln to 1.5 miles north	Construct new roadway	1.5	0	4	Private	0	0	1,500,000	1,500,000
	BKY12-905	Watson Rd: Durango St to Lower Buckeye Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.5	2	6	Local	0	0	2,572,970	2,572,970
	BKY07-702	Watson Rd: Extension to MC-85	Construct new roadway with crossing over Palo Verde Nuclear Generating Station water line, BID Canal and RR Tracks	1.0	0	2	Local	0	0	2,852,000	2,852,000
Total for FY 2012								0	0	12,122,954	12,122,954
2013	BKY13-101	7th St: Norton Dr from Beloat Rd	Construct pave unpaved road project	0.4		0	CMAQ	233,225	0	14,098	247,323
	BKY12-907	Dean Rd: RID Canal to Southern Ave	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	2.3	2	4	Local	0	0	11,578,367	11,578,367
	BKY07-701	Miller Rd: Irwin Ave to Southern Ave	Widen roadway adding 1 through lane in each direction	2.0	2	4	Local	0	0	3,224,000	3,224,000
	BKY10-901	Miller Rd: Maricopa Rd to Narramore Ave	East half street improvements, new pavement, utility relocation as necessary, striping and sidewalks	0.8	2	6	Local	0	0	6,228,684	6,228,684
	BKY10-902	Miller Rd: Narramore Ave to Hazen Rd	Street improvements, new pavement, utility relocation as necessary, striping and sidewalks	1.3	2	6	Local	0	0	3,737,210	3,737,210
	BKY13-901	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	10.5	2	2	CMAQ	400,000	0	174,572	574,572
Total for FY 2013								633,225	0	24,956,931	25,590,156

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
Total for Buckeye								697,681	0	42,268,386	42,966,067

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	CHN11-704	Arizona Ave: TMC Rd to Riggs Rd	Install fiber-optic cable for interconnecting traffic signals (4 out of 5 miles)	4.0	6	6	CMAQ	344,050	0	455,950	800,000
	CHN120-07CZ2	Chandler Blvd at Dobson Rd	Construct intersection improvement	0.3	4	6	RARF	0	1,143,643	1,791,960	2,935,603
	CHN08-606	Consolidated Canal multi-use pathway at Germann and Chandler Heights	Install two pedestrian actuated signals (phase I)	0.0	4	4	CMAQ	229,600	0	147,400	377,000
	CHN11-104RWZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Acquisition of right-of-way for roadway widening	1.0	2	6	Local	0	0	1,876,190	1,876,190
	CHN11-103RWZ	Gilbert Rd: Queen Creek to Ocotillo	Acquisition of right-of-way for roadway widening	1.0	2	6	Local	0	0	1,876,190	1,876,190
	CHN130-08C	Ray Rd at Alma School Rd	Construct intersection improvement	0.3	4	6	RARF	0	1,484,417	5,219,996	6,704,413
	CHN09-804	Various locations along Dobson Rd	Construct bus bays	0.0	0	0	Local	0	0	373,600	373,600
Total for FY 2011								573,650	2,628,060	11,741,286	14,942,996
2012	CHN110-09C	Chandler Blvd at Alma School Rd	Construct intersection improvement	0.3	4	6	RARF	0	2,397,568	7,294,794	9,692,362
	CHN12-805	Chandler Blvd at Price Rd/Loop 101 (Pima Fwy) TI	Extend bicycle lane through the interchange (phase 2). Provide Additional Westbound Left Turn at the Intersection for Dual Left Turns	0.5	6	6	CMAQ	938,889	0	1,888,111	2,827,000
	CHN12-103CZ3	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	0	0	4,536,948	4,536,948
	CHN12-103CZ2	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	0	0	2,638,789	2,638,789
	CHN12-103CZ	Gilbert Rd: Queen Creek to Ocotillo	Construct roadway widening	1.0	2	6	Local	0	0	794,154	794,154
	CHN430-10ARW	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Acquisition of right-of-way for roadway widening	2.0	2	4	Local	0	0	3,091,839	3,091,839
	CHN08-610C	Loop 101 (Price Freeway) at Galveston Street	Construct multi-use path and bridge over the Loop 101 (Price Freeway) at Galveston Street	0.0	0	0	CMAQ	1,164,992	0	3,437,508	4,602,500
	CHN12-101	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Design ITS project for fiber communication from signals to the TMC	9.0	0	0	Local	0	0	100,000	100,000
	CHN12-807	Various locations along Alma School Rd	Construct bus bays	0.0	0	0	Local	0	0	615,000	615,000
	CHN09-803	Various locations along Arizona Ave and Ocotillo Rd	Construct bus bays	0.0	0	0	Local	0	0	678,000	678,000
Total for FY 2012								2,103,881	2,397,568	25,075,143	29,576,592
2013	CHN13-101	McQueen Rd: Ocotillo to Chandler Heights	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Local	0	0	8,150,000	8,150,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	CHN06-213	Chandler Blvd: Colorado Street to McQueen Road	Widen roadway from 4 to 6 lanes, plus turn lanes	0.8	4	6	Local	0	0	19,400,000	19,400,000
	CHN430-11ACZ2	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	0	0	13,659,288	13,659,288
	CHN430-11AC	Gilbert Rd: Chandler Heights Rd to Hunt Hwy	Construct roadway widening	2.0	2	4	Local	0	0	13,360,902	13,360,902
	CHN09-703	Ocotillo Rd: Arizona Ave to McQueen Rd	Widen roadway to add 2 through lane in each direction	1.0	2	6	Local	0	0	16,575,000	16,575,000
Total for FY 2013								0	0	71,145,189	71,145,189
2014	CHN14-101	Chandler: Galveston Street Bicycle & Pedestrian Bridge	Construct Bicycle/Pedestrian Bridge, Phase 2	0.2	2	2	CMAQ	2,056,758	0	2,545,742	4,602,500
	CHN14-104CZ2	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	Local	0	0	2,638,789	2,638,789
	CHN14-104CZ3	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	Local	0	0	4,536,948	4,536,948
	CHN14-104CZ	Gilbert Rd: Ocotillo Rd to Chandler Heights	Construct roadway widening	1.0	2	6	Local	0	0	794,154	794,154
	CHN10-101DZ	McQueen Road: Ocotillo Road to Riggs Road	Design roadway widening	2.0	2	4	Local	0	0	1,133,333	1,133,333
	CHN10-102RWZ	Ocotillo Road: Arizona Avenue to McQueen Road	Acquisition of right-of-way for roadway widening	1.0	2	4	Local	0	0	1,900,000	1,900,000
	CHN10-102DZ	Ocotillo Road: Arizona Avenue to McQueen Road	Design roadway widening	1.0	2	4	RARF	0	507,500	217,500	725,000
	CHN14-105DZ	Ray Rd at Dobson Rd	Design intersection improvement	0.3	4	6	Local	0	0	991,500	991,500
	CHN14106DZ	Ray Rd at McClintock Dr	Design intersection improvement	0.3	4	6	Local	0	0	864,000	864,000
	CHN14-102	Ray, Elliot, Dobson, connecting at Arizona back to TMC	Construct ITS project for fiber communications from signals to the TCM	9.0	0	0	CMAQ	739,477	0	224,657	964,134
Total for FY 2014								2,796,235	507,500	15,846,623	19,150,358
2015	CHN15-102	McQueen Rd: Chandler Heights to Riggs Road	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Local	0	0	7,015,000	7,015,000
	CHN12-806	Chandler Heights Rd: Arizona Ave to McQueen Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Local	0	0	13,520,000	13,520,000
	CHN08-607	Frye Rd: Consolidated Canal to Cooper Rd	Construct bridge over the Canal and extend Frye Rd to Cooper Rd	0.1	0	2	Local	0	0	2,962,000	2,962,000
	CHN10-101RWZ	McQueen Road: Ocotillo Road to Riggs Road	Acquisition of right-of-way for roadway widening	2.0	2	4	RARF	0	1,820,000	780,000	2,600,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	CHN10-101CZ	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	RARF	0	2,422,275	2,045,477	4,467,752
	CHN10-101CZ2	McQueen Road: Ocotillo Road to Riggs Road	Construct roadway widening	2.0	2	4	Local	0	0	3,832,248	3,832,248
	CHN10-102CZ2	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	RARF	0	2,292,382	1,993,334	4,285,716
	CHN10-102CZ	Ocotillo Road: Arizona Avenue to McQueen Road	Construct roadway widening	1.0	2	4	Local	0	0	5,714,286	5,714,286
	CHN15-105CZ	Ray Rd at Dobson Rd	Construct intersection improvement	0.3	4	6	Local	0	0	6,610,000	6,610,000
	CHN15-105RWZ	Ray Rd at Dobson Rd	Acquisition of right-of-way for intersection improvement	0.3	4	6	Local	0	0	1,790,000	1,790,000
	CHN15-106RWZ	Ray Rd at McClintock Dr	Acquisition of right-of-way for intersection improvement	0.3	4	6	Local	0	0	1,270,000	1,270,000
	CHN15-106CZ	Ray Rd at McClintock Dr	Construct intersection improvement	0.3	4	6	Local	0	0	5,760,000	5,760,000
Total for FY 2015								0	6,534,657	53,292,345	59,827,002
Total for Chandler								5,473,766	12,067,785	177,100,586	194,642,137

Agency: El Mirage

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	ELM13-903	Dysart Ranchettes area: Varney Rd, Peoria Ave, Dysart Rd, El Mirage	Paving dirt roads	3.4	0	0	CMAQ	1,250,000	0	1,750,000	3,000,000
	ELM11-101	Dysart Road from Cactus Road to Thunderbird Road	Design and Construction	1.0	4	6	Local	0	0	1,150,000	1,150,000
	ELM11-802	Eastside of Downtown El Mirage	Design pave unpaved alley project	2.2		0	Local	0	0	49,000	49,000
	ELM11-801	Westside of Downtown El Mirage	Paving existing unpaved alleys	1.7		0	CMAQ	222,000	0	24,500	246,500
Total for FY 2011								1,472,000	0	2,973,500	4,445,500
2012	ELM12-801	Eastside of Downtown El Mirage	Paving existing unpaved alleys	2.2		0	CMAQ	281,000	0	16,985	297,985
	ELM11-102	Olive Avenue from Dysart Road to El Mirage Road	Design and Construction	1.0	2	4	Local	0	0	1,600,000	1,600,000
	ELM10-801	Westside of Downtown El Mirage	Design pave dirt road project	1.7		0	Local	0	0	40,800	40,800
Total for FY 2012								281,000	0	1,657,785	1,938,785
2013	ELM13-102	Thunderbird Road to Port Royale Lane	Design multiuse path	0.9	0	0	Local	0	0	120,281	120,281
	ELM13-101	Various Arterial Traffic Signals within City of El Mirage	Design ITS project for various arterial traffic signals within El Mirage limits	13.0	0	0	Local	0	0	62,550	62,550
Total for FY 2013								0	0	182,831	182,831
2014	ELM14-102	Thunderbird Road to Port Royale Lane	Construct multiuse path	0.9	0	0	CMAQ	792,835	0	339,786	1,132,621
	ELM14-101	Various Arterial Traffic Signals within City of El Mirage	Construct various arterial traffic signal enhancements to upgrade the existing signalized intersections for computerized signal control, closed circuit video, improved pedestrian control, improved signage and better signal preemption.	13.0	0	0	CMAQ	383,495	0	101,805	485,300
Total for FY 2014								1,176,330	0	441,591	1,617,921
Total for El Mirage								2,929,330	0	5,255,707	8,185,037

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	FTM11-801	Hiawatha Hood Rd, SR-87 to 3 miles north	Pave Unpaved Road	2.7		0	CMAQ	936,731	0	56,622	993,353
	FTM11-802	Mustang Way, 1.5 miles north of Fort McDowell Rd, 4 miles north to the northern boundary (Rio Verde)	Pave Unpaved Road	4.0		0	CMAQ	1,187,709	0	71,792	1,259,500
Total for FY 2011								2,124,440	0	128,414	2,252,853
Total for Fort McDowell Yavapai Nation								2,124,440	0	128,414	2,252,853

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	FTH11-701	Fountain Hills Blvd: Cholla Drive to Crystal Point Dr.	Design and construct new sidewalk	0.6	2	2	CMAQ	300,000	0	130,000	430,000
	FTH11-102	Shea Blvd: Eastern Town Limit to Technology Drive	Construct 3rd WB lane, Bicycle Lane and Intersection Improvement	1.2	5	6	Local	0	0	0	0
	FTH11-101	Shea Blvd: Saguaro Blvd to Fountain Hills Blvd	Mill and Overlay	1.7	4	4	Local	0	0	0	0
	FTH10-909	Shea Blvd: Technology Dr to Cereus Wash	Construct roadway widening	0.8	5	6	RARF	0	2,800,000	1,200,000	4,000,000
	FTH09-908	Shea Blvd: Technology Dr to Cereus Wash	Acquisition of right-of-way for roadway widening	0.8	5	6	RARF	0	21,000	9,000	30,000
Total for FY 2011								300,000	2,821,000	1,339,000	4,460,000
2012	FTH12-101	Shea Blvd. and Downtown Area.	Design initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	7.0	0	0	Local	0	0	106,000	106,000
	FTH11-801	Shea Blvd: 142nd St to Eagle Mountain Pkwy	Construct 12-ft multi-use path (Scottsdale section) and 8-ft sidewalk (Fountain Hills section)	0.6	6	6	CMAQ	273,000	0	117,000	390,000
Total for FY 2012								273,000	0	223,000	496,000
2014	FTH12-002	Fountain Hills Blvd: Glenbrook Blvd to North Town Limit	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	1.5	2	4	Private	0	0	5,200,000	5,200,000
	FTH14-101	Shea Blvd. and Downtown Area.	Construct initial deployment of ITS for traffic signals and provide monitoring/control sites at Town Hall and the Street Yard.	7.0	0	0	CMAQ	922,616	0	289,407	1,212,023
Total for FY 2014								922,616	0	5,489,407	6,412,023
2015	FTH12-001	Fountain Hills Blvd: Shea Blvd to El Lago	Construct roadway widening including bike lanes, turn pockets, sidewalk and landscaped median	2.0	2	4	Local	0	0	6,800,000	6,800,000
Total for FY 2015								0	0	6,800,000	6,800,000
Total for Fountain Hills								1,495,616	2,821,000	13,851,407	18,168,023

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	GLB11-103	156th St: Riggs Rd to 0.25 miles south	Design pave unpaved road project	0.3	2	2	Local	0	0	10,125	10,125
	GLB11-102	164th Street: Riggs Rd and Stacey Rd.	Design pave unpaved road project	0.8	2	2	Local	0	0	30,275	30,275
	GLB11-808	Bonanza Road: 156th St to 157th St	Design pave dirt road project	0.2			Local	0	0	4,500	4,500
	GLB04-205	Gilbert Rd: US-60 to Guadalupe Rd; and US-60: Dobson Rd to Gilbert Rd	Install fiber & conduit along Gilbert Rd, fiber only along US-60 (joint with Mesa to link ATMS)	7.0	6	6	CMAQ	400,660	0	59,840	460,500
	GLB11-003CZ	Guadalupe Rd at Cooper Rd	Construct intersection improvement	0.5	4	6	RARF	0	947,433	1,157,418	2,104,852
	GLB130-07D	Guadalupe Rd at Gilbert Rd	Design intersection improvement	0.5	4	6	Local	0	0	372,710	372,710
	GLB13-905	Guadalupe Rd, Higley Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	6.5	2	2	CMAQ	122,234	0	63,000	185,234
	GLB11-101	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Design bicycle crossing improvements	0.1	4	4	Local	0	0	75,000	75,000
	GLB13-906	Higley Rd, Recker Rd, Guadalupe Rd, Elliot Rd, Warner Rd, Ray Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	9.5	0	0	CMAQ	122,234	0	63,000	185,234
	GLB10-731C	Power Rd: Santan Fwy to Pecos Rd	Construct roadway widening	1.5	4	6	Local	0	0	9,149,509	9,149,509
	GLB11-812D	Queen Creek Rd: Greenfield to Higley	Design roadway widening	1.0	2	4	Local	0	0	1,058,023	1,058,023
	GLB11-806	Ryan Road: Greenfield Rd to 164th St.	Pave Unpaved Road	0.5			CMAQ	162,760	0	9,840	172,600
	GLB11-807	Walnut Road: 162nd Street to 164th Street	Design pave dirt road project	0.3			Local	0	0	7,700	7,700
Total for FY 2011								807,888	947,433	12,060,941	13,816,262
2012	GLB12-802	Bonanza Road: 156th St to 157th St	Pave Unpaved Road	0.2			CMAQ	53,279	0	3,221	56,500
	GLB09-718	Greenfield Rd: Germann Rd to Pecos Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB130-08RW	Guadalupe Rd at Gilbert Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	0	0	1,818,596	1,818,596
	GLB12-817AWZ2	Queen Creek Rd: Greenfield to Higley	Acquisition of right-of-way for roadway widening	1.0	2	4	Local	0	0	4,222,300	4,222,300
	GLB12-817AW	Queen Creek Rd: Greenfield to Higley	Acquisition of right-of-way for roadway widening	1.0	2	4	Local	0	0	4,222,298	4,222,298
	GLB12-801	Walnut Road: 162nd Street to 164th Street	Pave Unpaved Road	0.3			CMAQ	87,038	0	5,262	92,300

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
Total for FY 2012								140,317	0	14,271,677	14,411,994
2013	GLB13-103	156th St: Riggs Rd to 0.25 miles south	Construct pave unpaved road project	0.3		0	CMAQ	88,500	0	5,875	94,375
	GLB13-102	164th Street: Riggs Rd and Stacey Rd.	Construct pave unpaved road project	0.8		0	CMAQ	248,125	0	15,000	263,125
	GLB09-727	Germann Rd: Gilbert Rd to Val Vista Rd	Design roadway widening	2.0	2	6	Local	0	0	1,114,740	1,114,740
	GLB09-728	Germann Rd: Val Vista Dr to Higley	Design roadway widening	2.0	2	6	Local	0	0	1,599,357	1,599,357
	GLB11-810D	Greenfield Rd: Elliot Rd to Ray Rd	Design roadway widening	2.0	4	6	Local	0	0	586,759	586,759
	GLB13-004CZ	Guadalupe Rd at Gilbert Rd	Construct intersection improvement	0.5	4	6	Local	0	0	3,086,271	3,086,271
	GLB11-804CZ2	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	0	0	3,360,721	3,360,721
	GLB11-804	Queen Creek Rd: Greenfield to Higley	Construct roadway widening	1.0	2	4	Local	0	0	3,360,721	3,360,721
	GLB11-011DZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Design roadway widening	2.0	2	4	RARF	0	696,655	298,566	995,221
	GLB13-101	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	Design for the installation of fiber optic communication lines in existing conduits and add new CCTV cameras, traffic signal video detection, and controllers near Baseline Rd. & Val Vista Dr.	3.0	0	0	Local	0	0	44,196	44,196
	GLB12-818D	Warner Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	RARF	0	326,365	139,870	466,235
Total for FY 2013								336,625	1,023,020	13,612,077	14,971,721
2014	GLB14-102RWZ	Germann Rd: Gilbert Rd to Val Vista Rd	Acquisition of right-of-way for roadway widening	2.0	2	6	Local	0	0	1,706,657	1,706,657
	GLB14-103RWZ	Germann Rd: Val Vista Dr to Higley	Acquisition of right-of-way for roadway widening	2.0	2	6	Local	0	0	3,466,346	3,466,346
	GLB12-815RW	Greenfield Rd: Elliot Rd to Ray Rd	Acquisition of right-of-way for roadway widening	2.0	4	6	Local	0	0	2,400,115	2,400,115
	GLB14-101	Guadalupe Road at SRP Powerline Easement (between Val Vista Drive & Greenfield Road)	Construct bicycle crossing improvements	0.1	4	4	CMAQ	497,000	0	138,000	635,000
	GLB12-011RWZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Acquisition of right-of-way for roadway widening	2.0	2	4	RARF	0	4,085,662	2,249,074	6,334,736
	GLB14-102	Seven intersections near Baseline Road & Val Vista Drive (approximately three miles)	Install fiber optic communication lines in existing conduits and add new CCTV cameras, traffic signal video detection, and controllers near Baseline Rd. & Val Vista Dr.	3.0	0	0	CMAQ	292,582	0	81,197	373,779

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2014	GLB13-008RWZ	Warner Rd at Greenfield Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	0	1,003,370	430,015	1,433,385
Total for FY 2014								789,582	5,089,032	10,471,403	16,350,017
2015	GLB03-903	Baseline Rd: Higley Rd to Power Rd	Reconstruct roadway to add 1 through lane in each direction	2.0	4	6	Private	0	0	3,500,000	3,500,000
	GLB400-11AD	Elliot Rd at Greenfield Rd	Design intersection improvement	0.5	4	6	Local	0	0	352,159	352,159
	GLB15-101DZ	Elliot Rd at Val Vista Dr	Design intersection improvement	0.5	4	6	Local	0	0	640,535	640,535
	GLB03-904	Elliot Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB15-102CZ	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	0	0	3,237,490	3,237,490
	GLB15-102CZ2	Germann Rd: Gilbert Rd to Val Vista Rd	Construct roadway widening	2.0	2	6	Local	0	0	3,237,490	3,237,490
	GLB11-802	Germann Rd: Greenfield Rd to Higley Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,500,000	3,500,000
	GLB15-103CZ	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	0	0	5,489,449	5,489,449
	GLB15-103CZ2	Germann Rd: Val Vista Dr to Higley	Construct roadway widening	2.0	2	6	Local	0	0	11,135,163	11,135,163
	GLB13-002CZ	Greenfield Rd: Elliot Rd to Ray Rd	Construct roadway widening	2.0	4	6	RARF	0	1,715,937	736,285	2,452,223
	GLB12-806	Greenfield Rd: Queen Creek Rd to Ocotillo Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB08-710	Higley Rd: Pecos Rd to Queen Creek Rd	Add 2 lanes in each direction	2.0	2	6	Private	0	0	3,500,000	3,500,000
	GLB05-108	Higley Rd: Warner Rd to Ray Rd	Reconstruct roadway to add 2 through lanes in each direction	0.5	2	6	Private	0	0	2,500,000	2,500,000
	GLB09-719	Lindsay Rd: Germann Rd to Queen Creek Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB09-720	Lindsay Rd: Pecos Rd to Germann Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	2,500,000	2,500,000
	GLB12-807	Lindsay Rd: Queen Creek Rd to Ocotillo Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GLB12-808	Ocotillo Rd: 148th St to Greenfield Rd	Reconstruct roadway to add one lane in each direction	1.5	2	4	Private	0	0	3,000,000	3,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	GLB13-904	Pecos Rd.-Greenfield to Power Rd, Power Rd-Pecos to Queen Creek Rd, Germann Rd-Power to Sossaman Rd	The proposed project will install approximately five miles of fiber optic cable and associated communications hardware to complete a high-bandwidth, non-leased interconnection between the Traffic Operations Centers in the Towns of Gilbert and Queen Creek.	5.0	6	6	CMAQ	137,690	0	59,010	196,700
	GLB04-105	Pecos Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Private	0	0	2,000,000	2,000,000
	GLB13-011CZ	Queen Creek Rd: Lindsay Rd to Greenfield Rd	Construct roadway widening	2.0	2	4	RARF	0	6,567,790	3,129,729	9,697,519
	GLB15-105DZ	Ray Rd: Higley to Recker	Design roadway widening	1.0	4	6	Local	0	0	928,571	928,571
	GLB15-106DZ	Ray Rd: Recker to Power	Design roadway widening	1.0	4	6	Local	0	0	928,571	928,571
	GLB15-104DZ	Ray Rd: Val Vista to Higley	Design roadway widening	2.0	4	6	Local	0	0	928,571	928,571
	GLB08-712	Ray Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	2.0	2	6	Private	0	0	3,000,000	3,000,000
	GLB05-111	Ray Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Private	0	0	2,000,000	2,000,000
	GLB02-808	Recker Rd: Elliot Rd to Warner Rd	Reconstruct roadway to add 1 through lane in each direction	1.0	2	4	Private	0	0	4,000,000	4,000,000
	GIL13-913	Recker Rd: Queen Creek to Ocotillo Rds	Add 1 lane in each direction	1.0	2	4	Private	0	0	2,000,000	2,000,000
	GLB10-726	Recker Rd: Ray Rd to Warner Rd	Add 1 lane in each direction	1.0	2	4	Private	0	0	3,000,000	3,000,000
	GLB12-810	Val Vista Dr: Ocotillo Rd to Chandler Heights Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	4,500,000	4,500,000
	GLB09-724	Val Vista Dr: Ocotillo Rd to Queen Creek Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,000,000	3,000,000
	GLB14-008CZ	Warner Rd at Greenfield Rd	Construct intersection improvement	0.5	4	6	RARF	0	2,364,569	1,013,386	3,377,955
	GLB05-113	Warner Rd: Claiborne Rd to Higley Rd	Reconstruct roadway to add 2 through lanes in each direction	0.4	2	6	Private	0	0	1,500,000	1,500,000
	GLB08-714	Warner Rd: Higley Rd to Recker Rd	Add 2 lanes in each direction	1.0	2	6	Private	0	0	3,000,000	3,000,000
	GLB03-910	Warner Rd: Recker Rd to Power Rd	Reconstruct roadway to add 2 through lanes in each direction	1.0	2	6	Private	0	0	4,000,000	4,000,000
Total for FY 2015								137,690	10,648,296	98,316,412	109,102,398
Total for Gilbert								2,212,102	17,707,781	148,732,509	168,652,392

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	GLN11-101	Ball Park Blvd/New River - Bethany Home Rd to Maryland Ave	Construct new roadway	1.0	0	4	Local	0	0	6,000,000	6,000,000
	GLN11-704	Maryland Avenue: 67th-69th & 79th-83rd Avenues	Spot Improvements on Maryland Avenue for Bike Lanes	0.0	0	0	STP-TEA	166,039	0	10,037	176,076
Total for FY 2011								166,039	0	6,010,037	6,176,076
2012	GLN12-101	Various locations	Install fiber optic cable and CCTV cameras along Cactus, Thunderbird and Greeway Roads	3.5	0	0	Local	0	0	210,000	210,000
	Total for FY 2012								0	0	210,000
2013	GLN13-901	59th Ave between Northern and Bethany Home: Glendale Ave. between 51st Ave. and 67th Ave; Peoria Ave. between 47th Ave. and 67th Ave.	Variable message signs; ITS Conduit and Fiber	7.0		0	CMAQ	603,437	0	428,081	1,031,518
	GLN13-902	East embankment of New river, from Bethany Home Rd. to Northern Ave	New River Multi-Use Path improvements-10-foot wide, concrete cement, paved pathway	1.2	4	4	CMAQ	1,000,000	0	472,000	1,472,000
	GLN13-102	Main Street/Maryland Ave. - New River to 99th Ave	Construct new roadway	1.0	0	4	Private	0	0	6,000,000	6,000,000
	GLN11-702	New River (East Bank): Northern Ave to Bethany Home Rd	Construct multi-use path and underpasses, with landscaping, lighting, parking and pedestrian facilities	2.2	0	0	CMAQ	550,000	0	3,917,120	4,467,120
	GLN12-804	Various locations	Deployment of ITS	2.0	5	5	CMAQ	621,664	0	331,969	953,633
Total for FY 2013								2,775,101	0	11,149,170	13,924,271
2014	GLN14-101	67th Avenue between Glendale Ave and Cholla Street, near the intersection of 83rd Ave/Maryland	Connect up to seven intersections to the city's central signal system, install four CCTV cameras along 67th Avenue, connect the fiber communications infrastructure to existing fiber and add equipment to a public safety building.	3.5	0	0	CMAQ	904,164	0	177,500	1,081,664
	GLN14-102	95th Ave - Camelback Rd to Bethany Home Rd	Construct new roadway	1.0	0	4	Private	0	0	6,000,000	6,000,000
Total for FY 2014								904,164	0	6,177,500	7,081,664
2015	GLN07-601	Bethany Home Rd: 91st to 83rd Aves	Construct new 4 lane roadway	1.0	0	4	Private	0	0	2,000,000	2,000,000
	GLN12-803	Sarival Ave: Northern Ave to Olive Ave	Widen roadway with curb, gutter, sidewalk, and landscaping.	1.0	3	6	Private	0	0	3,000,000	3,000,000
Total for FY 2015								0	0	5,000,000	5,000,000
Total for Glendale								3,845,304	0	28,546,707	32,392,011

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	GDY99-001	Broadway Rd: Estrella Pkwy to Bullard Ave	Pave dirt road, add 2 lanes and bridge	1.0	2	4	Private	0	0	1,150,000	1,150,000
	GDY11-713	Citywide	Implement traffic signal system, including installation of ITS backbone and communications equipment	0.0	0	0	CMAQ	700,000	0	1,000,000	1,700,000
	GDY97-002	Elwood St: 159th Ave to Cotton Lane	Construct new 2 lane roadway, curb, gutter, sidewalk and landscape	1.5	0	2	Private	0	0	400,000	400,000
	GDY11-714	Estrella Pkwy: Gila River Bridge to Yuma Rd	Design and construct on-road bike lane	2.3	4	4	CMAQ	78,994	0	33,855	112,849
	GDY10-712	Estrella Pkwy: MC-85 to Vineyard Ave	Reconstruct road from 2 to 4 lanes with bridge widening at Gila River	1.5	2	4	Local	0	0	34,000,000	34,000,000
	GDY07-705	Litchfield Rd at Yuma Rd	Improve intersection including right-turn lanes, dual left-turn lanes and bus bay	0.0	0	0	Local	0	0	1,750,000	1,750,000
	GDY97-008	Lower Buckeye Rd: Estrella Pkwy to 159th Ave	Reconstruct 2 lanes, curb, gutter, sidewalk & landscape	0.5	2	4	Private	0	0	500,000	500,000
	GDY11-102	Rainbow Valley Road and Riggs Road to State Route 238	Acquire/protect ROW Sonoran Valley Parkway	0.0	0	2	Local	0	0	125,000,000	125,000,000
	GDY11-103	Rainbow Valley Road and Riggs Road to State Route 238	Design Sonoran Valley Parkway	0.0	0	2	Local	0	0	8,000,000	8,000,000
	GDY11-104	SR303/Interstate 10 Traffic Interchange	Install eight traffic signals at four traffic interchanges	0.0	0	0	Local	0	0	4,013,000	4,013,000
	GDY10-902	Van Buren: Estrella Parkway to 158th Avenue	Street Improvement - Widen south side of Van Buren with second lane. Relocate RID facility	0.5	3	5	Local	0	0	1,750,000	1,750,000
	GDY13-902	Various locations	Purchase Dynamic Message Signs	4.8	6	6	CMAQ	206,304	0	200,000	406,304
	GDY07-302	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt road	1.0	2	2	CMAQ	449,600	0	384,400	834,000
	GDY07-304C	Yuma Rd at Bullard Wash	Construct bridge and approaches	0.1	2	2	Local	0	0	5,700,000	5,700,000
GDY11-101	Yuma Road: Estrella Parkway to Litchfield Road	Design six lanes with landscaped median	0.0	2	6	Local	0	0	700,000	700,000	
Total for FY 2011								1,434,898	0	184,581,255	186,016,153
2012	GDY04-406	Bullard Rd: Riggs Rd to Hunt Rd	Pave dirt road	1.5	2	2	Private	0	0	450,000	450,000
	GDY12-904	Cotton Lane: Indian School to Thomas	Street Improvement - Construct four lane arterial street	1.0	2	4	Local	0	0	4,800,000	4,800,000
	GDY12-801	McDowell Rd: Sarival Rd to Litchfield Rd	Design and construct fiber-optic interconnection for traffic signals and video	3.0	4	6	CMAQ	588,809	0	255,541	844,350
	GDY12-905	Sarival: Harrison to Yuma	Street Improvement - Add second south bound lane and relocate power poles	0.5	2	3	Local	0	0	600,000	600,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	GDY12-906	Sarival: I-10 to McDowell Road	Street Improvement - Add second lanes north/south bound, relocate power poles	0.5	2	4	Local	0	0	600,000	600,000
	GDY12-907	Sarival: MC85 to Eddie Albert	Street Improvement - Add two north bound and one south bound lanes	0.5	2	5	Local	0	0	900,000	900,000
	GDY12-908	Sarival: Mesquite to Harrison	Street Improvement - Add second south bound lane and relocate power poles	0.5	2	3	Local	0	0	300,000	300,000
	GDY12-909	Sarival: Yuma to Elwood	Street Improvement - Add two south bound lanes, curb, gutter, sidewalk, relocate power poles, street lights and storm system	1.5	2	3	Local	0	0	3,600,000	3,600,000
	GDY12-101	Van Buren Street - Estrella Parkway to Cotton Lane	Design project for traffic signal connection to three existing and one future traffic signal and install CCTV cameras	2.0	0	0	Local	0	0	160,000	160,000
	GDY12-802	Yuma Rd: Estrella Pkwy to Litchfield Rd	Construct 6-ft bicycle path and signing	2.0	2	4	CMAQ	251,300	0	107,700	359,000
	GDY12-903	Yuma Road: Sarival to 167th Avenue	Street Improvement - 3 eastbound lanes, curb gutter, sidewalk, street lights, relocate power poles, add second lane westbound to 165th avenue	0.5	2	6	Local	0	0	2,400,000	2,400,000
Total for FY 2012								840,109	0	14,173,241	15,013,350
2013	GDY13-901	Citywide	Design and construction of fiber optic interconnect in existing conduit for traffic management through video surveillance and data collection	15.0	0	0	CMAQ	700,000	0	891,256	1,591,256
	GDY13-911	Cotton Lane: Indian School to Thomas	Street Improvement - Construct four lane arterial street	1.0	2	4	Local	0	0	4,800,000	4,800,000
	GDY13-916	Elliot Road: 185th to Rainbow Valley Road	Expand to 6 lanes	1.5	2	4	Local	0	0	3,750,000	3,750,000
	GDY13-912	Estrella Parkway Bridge over the Gila River	Bridge - Widen Bridge from 2 lanes to 6	0.5	2	6	Local	0	0	52,000,000	52,000,000
	GDY13-915	Harrison Street: 158th to Estrella	Street Improvements	0.0	0	0	Local	0	0	1,150,000	1,150,000
	GDY13-913	McDowell: Cotton Lane to Perryville	Street Improvement - Construct four lane arterial street	2.0	2	6	Local	0	0	9,200,000	9,200,000
	GDY13-107	Rainbow Valley Road and Riggs Road to State Road 238	Construct Sonoran Valley Parkway	20.0	0	2	Local	0	0	75,000,000	75,000,000
	GDY13-914	Sarival: Indian School to Camelback	Street Improvement - Construct four lane arterial street	1.0	0	0	Local	0	0	4,800,000	4,800,000
	GDY13-910	Sarival: Van Buren to Portland	Street Improvement - Add second north bound lane and relocate power poles	0.8	2	3	Local	0	0	1,200,000	1,200,000
	GDY09-901	Van Buren - 161st Avenue to Sarival	Street Improvement - Add second west bound lane	0.5	3	4	Local	0	0	480,000	480,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	GDY09-918	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2.0	2	2	Local	0	0	500,000	500,000
	GDY08-917	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads	2.0	2	2	Local	0	0	500,000	500,000
	GDY13-106	Yuma Road: Estrella Parkway to Litchfield Road	Construct six lanes with landscaped median	2.0	2	6	Local	0	0	12,000,000	12,000,000
Total for FY 2013								700,000	0	166,271,256	166,971,256
2014	GDY10-711	Elliot Rd: 185th Ave to Rainbow Valley Rd	Reconstruct road from 2 to 4 lanes	1.0	2	4	Local	0	0	3,750,000	3,750,000
	GDY14-101	Van Buren Street - Estrella Parkway to Cotton Lane	Construct traffic signal connection to three existing and one future traffic signal and install CCTV cameras	2.0	0	0	CMAQ	749,164	0	250,863	1,000,027
Total for FY 2014								749,164	0	4,000,863	4,750,027
Total for Goodyear								3,724,171	0	369,026,615	372,750,786

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	GDL98-831	Calle Magdalena: Avenida Del Yaqui to Calle Bella Vista	Calle Magdalena Sidewalks and Landscaping	0.3	1	2	STP-TEA	224,000	0	17,700	241,700
Total for FY 2011								224,000	0	17,700	241,700
Total for Guadalupe								224,000	0	17,700	241,700

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	LPK13-901	Litchfield Rd to Wigwam Blvd Intersection	Pedestrian/bicycle underpass at Litchfield Rd and Wigwam Blvd Phase II	0.0	0	0	CMAQ	800,000	0	471,000	1,271,000
Total for FY 2013								800,000	0	471,000	1,271,000
Total for Litchfield Park								800,000	0	471,000	1,271,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	MAG11-702	Regionwide	Travel reduction program	0.0	0	0	CMAQ	135,000	0	0	135,000
	MAG11-705	Regionwide	Purchase PM-10 certified street sweepers	0.0	0	0	CMAQ	900,000	0	54,401	954,401
	MAG11-706	Regionwide	Regional rideshare and telework program	0.0	0	0	CMAQ	660,000	0	0	660,000
	MAG11-707	Regionwide	Trip reduction program	0.0	0	0	CMAQ	910,000	0	0	910,000
	MAG11-708	Regionwide	Transportation planning and air quality studies and support	0.0	0	0	STP-MAG	4,200,000	0	260,000	4,460,000
	MAG11-701	Regionwide	MAG/Valley Metro bicycle safety education program	0.0	0	0	CMAQ	20,000	0	8,500	28,500
Total for FY 2011								6,825,000	0	322,901	7,147,901
2012	MAG12-114	Regionwide	Transportation planning and air quality studies and support	0.0	0	0	STP-MAG	4,500,000	0	272,004	4,772,004
	MAG12-803	Regionwide	MAG/Valley Metro bicycle safety education program	0.0	0	0	CMAQ	165,000	0	73,000	238,000
	MAG12-804	Regionwide	Travel reduction program	0.0	0	0	CMAQ	135,000	0	0	135,000
	MAG12-807	Regionwide	Purchase PM-10 certified street sweepers	0.0	0	0	CMAQ	900,000	0	54,401	954,401
	MAG12-808	Regionwide	Regional rideshare and telework program	0.0	0	0	CMAQ	660,000	0	0	660,000
	MAG12-809	Regionwide	Traffic signal optimization program	0.0	0	0	CMAQ	298,865	0	18,135	317,000
	MAG12-810	Regionwide	Trip reduction program	0.0	0	0	CMAQ	910,000	0	0	910,000
Total for FY 2012								7,568,865	0	417,540	7,986,405
2013	MAG13-807	Regionwide	Purchase PM-10 certified street sweepers	0.0	0	0	CMAQ	900,000	0	54,401	954,401
	MAG13-804	Regionwide	Travel reduction program	0.0	0	0	CMAQ	135,000	0	0	135,000
	MAG13-808	Regionwide	Regional rideshare and telework program	0.0	0	0	CMAQ	660,000	0	0	660,000
	MAG13-810	Regionwide	Trip reduction program	0.0	0	0	CMAQ	910,000	0	0	910,000
	MAG13-101	Regionwide	Transportation planning and air quality studies and support	0.0	0	0	STP-MAG	4,800,000	0	290,138	5,090,138
Total for FY 2013								7,405,000	0	344,539	7,749,539

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2014	MAG14-102	Regionwide	Pave dirt roads program	0.0	0	0	CMAQ	4,898,000	0	296,062	5,194,062
	MAG14-103	Regionwide	Purchase PM-10 certified street sweepers	0.0	0	0	CMAQ	900,000	0	54,401	954,401
	MAG14-104	Regionwide	Regional rideshare and telework program	0.0	0	0	CMAQ	660,000	0	0	660,000
	MAG14-105	Regionwide	Travel reduction program	0.0	0	0	CMAQ	135,000	0	0	135,000
	MAG14-106	Regionwide	Trip reduction program	0.0	0	0	CMAQ	910,000	0	0	910,000
	MAG14-107	Regionwide	Transportation planning and air quality studies and support	0.0	0	0	STP-MAG	5,100,000	0	308,271	5,408,271
	Total for FY 2014								12,603,000	0	658,734
2015	MAG15-113	Regionwide	Transportation planning and air quality studies and support	0.0	0	0	STP-MAG	5,400,000	0	326,405	5,726,405
	MAG15-108	Regionwide	MAG Air Quality & Travel Demand Management Programs	0.0	0	0	CMAQ	7,928,000	0	479,211	8,407,211
	MAG15-109	Regionwide	MAG Intelligent Transportation System (ITS) Program	0.0	0	0	CMAQ	7,276,000	0	3,118,286	10,394,286
	MAG15-110	Regionwide	MAG Bicycle and Pedestrian Program	0.0	0	0	CMAQ	9,231,000	0	3,956,143	13,187,143
	MAG15-111	Regionwide	MAG Bus Transit Program	0.0	0	0	CMAQ	1,629,000	0	98,466	1,727,466
	Total for FY 2015								31,464,000	0	7,978,511
Total for MAG								65,865,865	0	9,722,225	75,588,090

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	MMA11-722	5 different locations	Upgrade traffic signals, including CCTV facilities	3.5	6	6	CMAQ	100,000	0	150,000	250,000
	MMA11-101	87th Ave: Deer Valley Rd to Peoria city limits (Via Montoya Rd.)	Design pave unpaved road project	0.3	2	2	Local	0	0	12,500	12,500
	MMA11-801	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)	Pave Unpaved Road	0.3	0	0	CMAQ	186,146	0	11,252	197,398
	MMA11-723	Bell Rd: Loop 303 (Estrella Fwy) to 75th Ave	Construct Dynamic Message Signs and fibre optic conduit and cable	11.5	6	6	CMAQ	382,200	0	459,670	841,870
	MMA11-107CZ	El Mirage Rd: Bell Rd to Deer Valley Drive	Construct roadway widening	3.0	2	4	Local	0	0	4,285,000	4,285,000
	MMA10-616	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	Local	0	0	294,632	294,632
	MMA11-724	Forrest Rd: McDowell Mountain Rd to Rio Verde Dr	Add paved dirt shoulder and bike lane on both sides	2.2	2	2	CMAQ	400,000	0	130,000	530,000
	MMA11-103DZ	Gilbert Road Bridge over the Salt River	Design roadway widening	1.6	4	6	STP-MAG	1,663,345	0	712,862	2,376,207
	MMA11-103RWZ	Gilbert Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	1.6	4	6	STP-MAG	2,012,926	0	1,052,694	3,065,620
	MMA11-904	Low Volume Road Project	Pave Dirt Roads	5.0	2	2	Local	0	0	5,080,000	5,080,000
	MMA09-608	MC-85: 107th Ave to 91st Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2.0	4	6	Local	0	0	15,000,000	15,000,000
	MMA10-004RWZ	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening	12.5	0	0	STP-MAG	760,005	0	325,716	1,085,721
	MMA11-929	Northern Parkway: Sarival to Dysart	Acquisition of right-of-way for roadway widening	4.1	0	4	STP-MAG	5,617,143	0	2,407,347	8,024,490
	MMA10-009CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	0	4	STP-MAG	1,680,000	0	720,000	2,400,000
	MMA11-106PZ	Northern Parkway: Sarival to Dysart	Pre-Design roadway widening	4.1	2	4	STP-MAG	400,000	0	171,429	571,429
	MMA10-009DZ	Northern Parkway: Sarival to Dysart	Design roadway widening	4.1	0	4	STP-MAG	3,103,333	0	1,330,000	4,433,333
	MMA09-812	Williams Field Rd: Gilbert Rd to Eastern Canal	Widen roadway from 4 to 6 lanes	1.5	4	6	Local	0	0	7,190,000	7,190,000
	Total for FY 2011								16,305,098	0	39,333,102
2012	MMA13-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	Local	0	0	1,841,863	1,841,863
	MMA14-002DZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2.0	2	6	Local	0	0	606,941	606,941

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	MMA11-816	Ellsworth Rd: Hunt Hwy to S of Chandler Heights Rd	Widen roadway from 2 to 6 lanes, DCR Only	1.8	2	6	Local	0	0	7,800,000	7,800,000
	MMA12-905	Low Volume Road Project	Pave Dirt Roads	5.0	2	2	Local	0	0	3,090,000	3,090,000
	MMA08-605	MC-85: 91st Ave to 75th Ave	Widen roadway from 4 to 6 lanes, plus a raised median	2.0	4	6	Local	0	0	29,848,000	29,848,000
	MMA11-915	Northern Parkway: Corridorwide ROW Protection	Acquisition of right-of-way for roadway widening	12.5	0	0	STP-MAG	2,560,498	0	1,097,356	3,657,854
	MMA12-106DZ	Northern Parkway: Sarival to Dysart	Design roadway widening	4.1	2	4	STP-MAG	2,566,667	0	1,100,000	3,666,667
	MMA11-106CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	0	4	STP-MAG	18,900,000	0	8,100,000	27,000,000
	MMA12-106RZ	Northern Parkway: Sarival to Dysart	Reimbursement for roadway widening	2.0	4	6	Local	0	0	11,128,252	11,128,252
	MMA12-818	Olive Ave: Litchfield Rd to Loop 101 (Agua Fria Fwy) ITS	Construct and install new conduit and new fiber-optic cable to connect existing and planned ITS field devices	5.9	4	4	CMAQ	504,086	0	760,914	1,265,000
	MMA12-820	Regionwide	Upgrade regional archived data server (RADS) equipment	0.0	0	0	CMAQ	67,992	0	29,508	97,500
	MMA12-101	Various locations along MC85 from Aqua Fria Bridge West Terminal to 75th Ave	Design ITS traffic management capabilities along MC 85	5.5	0	0	Local	0	0	242,000	242,000
Total for FY 2012								24,599,243	0	65,644,834	90,244,077
2013	MMA10-813	7th St: Carefree Hwy to Desert Hills Dr	Widen roadway from 2 to 4 lanes	3.0	2	4	Local	0	0	12,445,000	12,445,000
	MMA13-101	87th Ave: Deer Valley Rd to Peoria city limits (Via Montoya Rd.)	Construct pave unpaved road project	0.3		0	CMAQ	422,305	0	25,526	447,831
	MMA11-719	Deer Valley Rd: El Mirage Rd to Lake Pleasant Rd	Construct new bridge and road across the Agua Fria River	1.8	0	4	Local	0	0	25,000,000	25,000,000
	MMA09-815	Dobson Road Bridge over the Salt River	Design roadway widening	0.0	0	6	Local	0	0	1,338,713	1,338,713
	MMA12-102RWZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquisition of right-of-way for roadway widening	2.0	2	6	RARF	0	1,194,144	4,477,109	5,671,253
	MMA13-909	Low Volume Road Project	Pave Dirt Roads	5.0	2	2	Local	0	0	3,090,000	3,090,000
	MMA13-105DZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Design roadway widening	2.0	4	6	STP-MAG	513,543	0	221,711	735,254
	MMA12-106CZ	Northern Parkway: Sarival to Dysart	Construct roadway widening	4.1	0	4	STP-MAG	14,197,399	0	6,084,600	20,281,999
Total for FY 2013								15,133,247	1,194,144	52,682,658	69,010,050

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2014	MMA14-101	Associated with AZTech Center-to-Center traffic management system located primarily at ADOT and MCDOT	Upgrade the Regional Archive Data Center Equipment and Systems to enhance archiving capacity and the utility (performance monitoring, research, sharing, planning capabilities) of real time traffic data.		0	0	CMAQ	125,937	0	58,500	184,437
	MMA14-101RWZ2	Dobson Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	0.0	0	6	Local	0	0	7,096,411	7,096,411
	MMA14-101RWZ	Dobson Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	0.0	0	6	Local	0	0	10,714,093	10,714,093
	MMA11-822	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquisition of right-of-way for roadway widening	2.0	2	6	RARF	0	923,966	13,506,815	14,430,781
	MMA14-105RWZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Acquisition of right-of-way for roadway widening	2.0	4	6	STP-MAG	782,448	0	336,176	1,118,623
	MMA14-111DZ	Northern Parkway: Agua Fria Bridge	Design roadway widening	0.0	0	4	Local	0	0	515,607	515,607
	None	Northern Parkway: Dysart to 111th	Construct roadway widening	2.5	2	4	Local	0	0	7,012,243	7,012,243
	MMA14-110DZ	Northern Parkway: Litchfield Overpass	Design roadway widening	0.0	0	4	Local	0	0	824,970	824,970
	MMA14-112DZ	Northern Parkway: Northern Aven at L101	Design intersection improvement	0.5	4	6	Local	0	0	2,268,668	2,268,668
	MMA14-102	Various locations along MC85 from Agua Fria Bridge West Terminal to 75th Ave	Construct/Install ITS traffic management capabilities along MC 85	5.5	0	0	CMAQ	781,456	0	363,000	1,144,456
Total for FY 2014								1,689,841	923,966	42,696,482	45,310,289
2015	MMA14-101CZ	Dobson Road Bridge over the Salt River	Construct roadway widening	0.0	0	6	Local	0	0	22,848,552	22,848,552
	MMA15-102CZ	El Mirage Rd: Thunderbird Rd to Bell Rd	Construct roadway widening	2.0	2	6	RARF	0	7,746,980	3,320,136	11,067,116
	MMA15-103CZ	Gilbert Road Bridge over the Salt River	Construct roadway widening	1.6	4	6	STP-MAG	10,028,404	0	23,535,216	33,563,620
	MMA15-105RZ2	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	Local	0	0	10,060,505	10,060,505
	MMA15-105RZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	Local	0	0	10,060,505	10,060,505
	MMA15-105CZ	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Construct roadway widening	2.0	4	6	STP-MAG	7,133,925	0	7,467,006	14,600,931
	MMA15-105RZ3	McKellips Rd: Loop 101 (Pima Fwy) to SRP-MIC/Alma School Rd	Project savings for roadway widening	2.0	4	6	Local	0	0	10,060,506	10,060,506
	MMA15-104RWZ	McKellips Road Bridge over the Salt River	Acquisition of right-of-way for roadway widening	0.8	4	6	RARF	0	2,622,372	1,123,874	3,746,246
	MMA15-111CZ	Northern Parkway: Agua Fria Bridge	Construct roadway widening	0.0	0	4	Local	0	0	6,393,516	6,393,516

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	None	Northern Parkway: Dysart to 111th	Construct roadway widening	2.5	2	4	Local	0	0	7,012,241	7,012,241
	MMA15-110CZ	Northern Parkway: Litchfield Overpass	Construct roadway widening	0.0	0	4	Local	0	0	10,461,349	10,461,349
	MMA15-112CZ	Northern Parkway: Northern Aven at L101	Construct intersection improvement	0.5	4	6	Local	0	0	6,084,151	6,084,151
Total for FY 2015								17,162,329	10,369,352	118,427,555	145,959,237
Total for Maricopa County								74,889,758	12,487,462	318,784,632	406,161,853

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	MES310-10ARW	Dobson Rd at University Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	0	0	2,013,032	2,013,032
	MES310-11AC	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	Local	0	0	2,113,683	2,113,683
	MES11-111CZ	Hawes Rd: Santan Fwy to Ray Rd	Construct roadway widening	0.0	0	6	Local	0	0	2,506,890	2,506,890
	MES08-602R	Lewis St: First St to Main Library	Construct pedestrian improvements	0.1	0	0	CMAQ	253,673	0	83,717	337,390
	MES11-701	MCC Connector: Library to Centennial Center	Design and construct Town Center pathway extension	0.1	4	4	CMAQ	269,658	0	115,568	385,226
	MES150-08DZ	Mesa Dr: US-60 (Superstition Fwy) to Southern	Design roadway widening	1.0	4	6	RARF	0	641,970	275,130	917,100
	MES10-012RWZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	1.0	4	6	RARF	0	1,065,250	1,268,408	2,333,658
	MES11-116CZ	Ray Rd: Sossaman Rd to Ellsworth Rd	Construct roadway widening	0.0	0	6	Local	0	0	4,073,694	4,073,694
	MES11-016DZ3	Southern Ave at Stapley Dr	Design intersection improvement	0.5	4	6	RARF	0	1,115,677	656,716	1,772,393
	MES11-703	Various locations	Install fiber-optic communications and upgrade traffic signal controllers	6.5	6	6	CMAQ	700,000	0	500,000	1,200,000
Total for FY 2011								1,223,331	2,822,897	13,606,839	17,653,067
2012	MES310-11ACZ2	Dobson Rd at University Dr	Construct intersection improvement	0.5	4	6	Local	0	0	2,113,684	2,113,684
	MES12-814	Fiesta Pathway (1/4 Mile south of Southern Ave): Extension to the Tempe Canal	Construct pedestrian refuge and shelters for the Fiesta Pathway	2.0	6	6	CMAQ	998,870	0	428,087	1,426,957
	MES12-815	ITS Signal Conversions - Phase 5 (Brown Rd and Lindsay Rd.)	Establish fiber optic links to traffic signals	7.0	4	4	CMAQ	659,994	0	1,934,406	2,594,400
	MES150-10C	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	RARF	0	2,426,442	1,415,144	3,841,586
	MES10-012RWZ3	Mesa Dr: US-60 (Superstition Fwy) to Southern	Acquisition of right-of-way for roadway widening	1.0	4	6	RARF	0	532,625	634,204	1,166,829
	MES181-015DZ	Southern Ave at Country Club Dr	Design intersection improvement	0.5	6	6	RARF	0	230,642	140,295	370,938
	MES181-10RW	Southern Ave at Country Club Dr	Acquisition of right-of-way for intersection improvement	0.5	6	6	Local	0	0	2,506,889	2,506,889
	MES183-10RW	Southern Ave at Stapley Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	0	2,986,390	2,027,388	5,013,778
Total for FY 2012								1,658,864	6,176,099	11,200,097	19,035,061

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	MES13-904	Adobe Road between Val Vista Drive and 40th Street.	Construct multi use path	0.0	0	0	Local	0	0	350,000	350,000
	MES100-06D	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	0	361,136	180,014	541,150
	MES13-905	Consolidated canal: 8th Street to Lindsay Road	Design and Construct of a 10-foot wide concrete pathway	2.5	0	0	CMAQ	1,099,000	0	471,000	1,570,000
	MES13-002DZ	Country Club Dr at University Dr	Design roadway widening	1.0	4	6	Local	0	0	47,436	47,436
	MES08-801	Elliot Rd: Hawes Rd to Loop 202 (Santan Fwy)	Widen roadway to add 2 through lanes in each direction and a center turn lane	0.5	2	6	Private	0	0	2,800,000	2,800,000
	MES08-802	Elliot Rd: Signal Butte Rd to Mountain Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	0.5	4	6	Private	0	0	2,000,000	2,000,000
	MES08-803	Ellsworth Rd at Pecos Rd	Widen intersection along all four legs to add 2 through lanes in each direction and center turn lanes	0.3	2	6	Private	0	0	3,200,000	3,200,000
	MES08-804	Ellsworth Rd: McKellips Rd to McLellan Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	0.5	2	4	Private	0	0	2,000,000	2,000,000
	MES13-108PZ	Greenfield Rd: Southern Ave to University Dr	Pre-Design roadway widening	3.0	4	6	Local	0	0	427,953	427,953
	MES08-805	Hawes Rd: Elliot Rd to Paloma Ave alignment	Widen roadway to add 2 through lanes in each direction and a center turn lane	0.5	2	6	Private	0	0	2,800,000	2,800,000
	MES08-806	McKellips Rd: Hawes Rd to Ellsworth Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	1.0	2	4	Private	0	0	2,000,000	2,000,000
	MES09-911	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	RARF	0	99,462	42,627	142,089
	MES150-10CZ2	Mesa Dr: US-60 (Superstition Fwy) to Southern	Construct roadway widening	1.0	4	6	Local	0	0	3,841,586	3,841,586
	MES08-808	Signal Butte Rd: Elliot Rd to Ray Rd	Widen roadway to add 1 through lane in each direction and a center turn lane	1.0	2	4	Private	0	0	2,000,000	2,000,000
	MES14-117CZ	Southern Ave at Country Club Dr	Construct intersection improvement	0.5	6	6	RARF	0	2,986,390	2,278,077	5,264,467
	MES188-11D	Southern Ave at Higley Rd	Pre-Design/Design intersection improvement	0.5	4	6	RARF	0	758,972	325,347	1,084,319
	MES186-09D	Southern Ave at Lindsay Rd	Design intersection improvement	0.5	4	6	STP-MAG	313,488	0	170,089	483,577
	MES13-118CZ2	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	Local	0	0	7,238,640	7,238,640
	MES13-118CZ	Southern Ave at Stapley Dr	Construct intersection improvement	0.5	4	6	RARF	0	4,105,771	3,132,871	7,238,642
	MES490-09AD	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Local	0	0	3,347,801	3,347,801

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	MES13-906	Ten intersection with highest crash rates within City of Mesa	Implement video and acoustic sensors	40.0	4	4	CMAQ	381,818	0	180,000	561,818
	MES310-10AD	Val Vista Dr: Baseline Rd to Southern Ave	Design roadway widening	1.0	4	6	Local	0	0	896,123	896,123
	MES310-11ARW	Val Vista Dr: Baseline Rd to Southern Ave	Acquisition of right-of-way for roadway widening	1.0	4	6	Local	0	0	1,340,060	1,340,060
	MES13-902	West side mid-city (initial deployment), West city limits to Country Club, University to Broadway-but project has city-wide potential	Upgrade central traffic control system software to accommodate a lite version of adaptive control	12.0	4	4	CMAQ	318,182	0	150,000	468,182
Total for FY 2013								2,112,488	8,311,731	41,219,623	51,643,843
2014	MES14-101DZ	Baseline Rd: Power Rd to Ellsworth Rd	Design roadway widening	3.0	4	6	Local	0	0	1,278,703	1,278,703
	MES114-102DZ	Broadway Rd: Dobson Rd to Country Club Dr	Design roadway widening	2.0	4	6	RARF	0	361,136	180,014	541,150
	MES100-07RW	Broadway Rd: Dobson Rd to Country Club Dr	Acquisition of right-of-way for roadway widening	2.0	4	6	RARF	0	1,069,367	3,434,390	4,503,757
	MES14-002DZ2	Country Club Dr at University Dr	Design roadway widening	1.0	4	6	Local	0	0	47,436	47,436
	MES300-08ARW	Country Club Dr at University Dr	Acquisition of right-of-way for intersection improvement	1.0	4	6	Local	0	0	4,193,640	4,193,640
	MES14-105DZ	Crismon Rd: Broadway to Guadalupe	Design roadway widening	3.0	4	6	Local	0	0	1,753,061	1,753,061
	MES151-09D	Mesa Dr at Broadway Rd	Design intersection improvement	1.0	4	6	RARF	0	747,611	602,943	1,350,554
	MES151-10RW	Mesa Dr at Broadway Rd	Acquisition of right-of-way for intersection improvement	1.0	4	6	Local	0	0	6,580,583	6,580,583
	MES188-12RW	Southern Ave at Higley Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	RARF	0	2,275,886	978,621	3,254,506
	MES14-119RWZ	Southern Ave at Lindsay Rd	Acquisition of right-of-way for intersection improvement	0.5	4	6	STP-MAG	1,162,176	0	790,690	1,952,866
	MES490-10ARW	Stapley Dr at University Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	0	0	1,056,829	1,056,829
	MES490-09ADZ	Stapley Dr at University Dr	Design intersection improvement	0.5	4	6	Local	0	0	3,347,801	3,347,801
	MES13-122CZ	Val Vista Dr: Baseline Rd to Southern Ave	Construct roadway widening	1.0	4	6	Local	0	0	5,356,458	5,356,458
	MES310-11ARWZ2	Val Vista Dr: Baseline Rd to Southern Ave	Acquisition of right-of-way for roadway widening	1.0	4	6	Local	0	0	1,340,060	1,340,060
	Total for FY 2014								1,162,176	4,454,000	30,941,228

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	MES15-101RWZ	Baseline Rd: Power Rd to Ellsworth Rd	Acquisition of right-of-way for roadway widening	3.0	4	6	Local	0	0	3,835,078	3,835,078
	MES15-102CZ	Broadway Rd: Dobson Rd to Country Club Dr	Construct roadway widening	2.0	4	6	RARF	0	5,276,712	7,884,746	13,161,458
	MES15-103CZ	Country Club Dr at University Dr	Construct intersection improvement	1.0	4	6	Local	0	0	4,364,493	4,364,493
	MES15-105RWZ	Crismon Rd: Broadway to Guadalupe	Acquisition of right-of-way for roadway widening	3.0	4	6	Local	0	0	5,259,182	5,259,182
	MES15-110DZ	Guadalupe Rd: Hawes Rd to Crismon Rd	Design roadway widening	2.0	4	6	Local	0	0	2,902,037	2,902,037
	MES15-124DZ	Higley Rd Pkwy: US 60 to SR 202L (RM) Grade Separations	Design intersection improvement	0.0	4	6	Local	0	0	3,932,322	3,932,322
	MES470-10AD	Lindsay Rd at Brown Rd	Design intersection improvement	0.5	4	6	RARF	0	274,275	187,187	461,463
	MES15-114DZ	Meridian Rd: Baseline Rd to Ray	Design roadway widening	0.0	0	6	Local	0	0	2,361,477	2,361,477
	MES151-10RWZ	Mesa Dr at Broadway Rd	Acquisition of right-of-way for intersection improvement	1.0	4	6	Local	0	0	6,580,583	6,580,583
	MES14-120CZ	Southern Ave at Higley Rd	Construct intersection improvement	0.5	4	6	RARF	0	5,091,093	2,147,549	7,238,642
	MES15-119CZ	Southern Ave at Lindsay Rd	Construct intersection improvement	0.5	4	6	STP-MAG	3,228,725	0	2,463,479	5,692,203
	MES13-121CZ	Stapley Dr at University Dr	Construct intersection improvement	0.5	4	6	Local	0	0	4,438,734	4,438,734
	MES490-10ARWZ	Stapley Dr at University Dr	Acquisition of right-of-way for intersection improvement	0.5	4	6	Local	0	0	1,056,829	1,056,829
Total for FY 2015								3,228,725	10,642,080	47,413,695	61,284,500
Total for Mesa								9,385,583	32,406,807	144,381,482	186,173,873

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	PVY13-901	Lincoln Drive south side of roadway, between Invergordon Road and eastern Town limits west of Scottsdale Rd	Lincoln Drive sidewalk improvement, south side, Invergordon Rd to Eastern Town limits. Construct a 6' wide colored concrete sidewalk, replace substandard driveway entrances and intersection access ramps, plant landscaping adjacent to new sidewalk	0.7	4	4	CMAQ	441,000	0	189,000	630,000
Total for FY 2013								441,000	0	189,000	630,000
Total for Paradise Valley								441,000	0	189,000	630,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	PEO11-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	STP-MAG	1,050,000	0	450,000	1,500,000
	PEO11-104RWZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Acquire right-of-way for intersection improvement	0.2	4	6	STP-MAG	350,000	0	150,000	500,000
	PEO11-103CZ	83rd Avenue: Butler Rd to Mountain View	Construct roadway widening	1.0	2	4	STP-MAG	3,619,866	0	1,708,134	5,328,000
	PEO11-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	0	0	3,350,020	3,350,020
	PEO11-101RWZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Acquisition of right-of-way for roadway widening	2.5	2	4	STP-MAG	1,505,000	0	645,000	2,150,000
	PEO11-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	0	0	19,085,792	19,085,792
	PEO11-701	New River Trail at Peoria and Olive Aves	Acquire right of way, design and construct roadway underpass crossings	0.0	0	0	CMAQ	700,000	0	820,000	1,520,000
	PEO11-702	Various locations	Design and construct extension to fiber optic backbone and install CCTV cameras	0.0	0	0	CMAQ	700,000	0	500,000	1,200,000
Total for FY 2011								7,924,866	0	26,708,946	34,633,812
2012	PEO12-104	67th Ave: Happy Valley Rd to approximately 1.76 miles south	Design Pave Unpaved Shoulder project	1.8		0	Local	0	0	34,159	34,159
	PEO12-101	75th Ave at Thunderbird Rd	Widen intersection to add additional through and right turn lanes and dual lefts.	0.3	4	6	Local	0	0	6,400,000	6,400,000
	PEO12-104CZ	75th Avenue at Thunderbird Rd: Intersection Improvement	Construct intersection improvement	0.2	4	6	Local	0	0	5,000,000	5,000,000
	PEO09-718	83rd Ave: Butler to Mountain View Rd	Widen roadway to add 1 through lane in each direction	0.5	2	4	Local	0	0	18,000,000	18,000,000
	PEO12-103	Lake Pleasant Parkway: L303 to SR74	Design Pave Unpaved Shoulder project	1.9		0	Local	0	0	41,919	41,919
	PEO12-101CZ	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	0	0	10,228,253	10,228,253
	PEO12-101CZ2	Lake Pleasant Pkwy: Dynamite Blvd to CAP	Construct roadway widening	2.5	2	4	Local	0	0	4,275,474	4,275,474
	PEO12-102	Lone Mountain: El Mirage to Loop 303	Build a 2 lane roadway with curb, gutter, streetlights	1.0	0	2	Private	0	0	6,000,000	6,000,000
Total for FY 2012								0	0	49,979,805	49,979,805
2013	PEO13-103	67th Ave: Happy Valley Rd to approximately 1.76 miles south	Pave Unpaved Shoulders	1.8		0	CMAQ	214,910	0	12,990	227,900
	PEO13-901	83rd Ave: Lone Cactus and continuing north to Jomax Rd	Install conduit, pull boxes, fiber, and CCTV cameras	3.7	2	2	CMAQ	700,000	0	300,000	1,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	PEO13-102	Lake Pleasant Parkway: L303 to SR74	Pave Unpaved Shoulders	1.9		0	CMAQ	401,983	0	24,298	426,281
	PEO13-101	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Design ITS upgrade project to the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	15.0	0	0	Local	0	0	60,000	60,000
	PEO13-902	Trail gap between Northern Ave. and Olive Ave	Northern to Olive multi-use path	1.0	4	4	CMAQ	700,000	0	300,600	1,000,600
Total for FY 2013								2,016,893	0	697,888	2,714,781
2014	PEO10-720	83rd Ave at BNSF RR Crossing	Narrow intersection to remove railroad crossing	0.1	4	4	Local	0	0	1,800,000	1,800,000
	PEO14-101	Three Corridors: Peoria Ave, Northern Ave, and Olive Ave	Upgrade the existing cabinets, traffic controllers, existing loop detection to video detection, and hardware and software	15.0	0	0	CMAQ	645,831	0	213,785	859,616
Total for FY 2014								645,831	0	2,013,785	2,659,616
2015	PEO09-712	67th Ave at Peoria Ave	Widen intersection	0.2	4	6	Local	0	0	1,200,000	1,200,000
	PEO09-714	67th Ave: Pinnacle Peak Rd to Happy Valley Rd	Add curb, gutter, sidewalk, bicycle lanes and drainage improvements	1.0	4	4	Local	0	0	18,200,000	18,200,000
	PEO09-802	El Mirage Rd: Vistancia Blvd to Westland Rd	Construct new 6 lane roadway	2.0	4	6	Private	0	0	12,000,000	12,000,000
	PEO10-803	Vistancia Blvd: Central Arizona Canal to Twin Buttes Pkwy	Construct new 4 lane roadway with median	2.0	0	4	Private	0	0	12,000,000	12,000,000
Total for FY 2015								0	0	43,400,000	43,400,000
Total for Peoria								10,587,590	0	122,800,424	133,388,015

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	PHX10-914	19th Ave Bridge at CAP	Construction	0.1	5	5	Local	0	0	9,380,000	9,380,000
	PHX08-613	19th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 64ft section, adding 2 through lanes	1.0	2	4	Local	0	0	3,000,000	3,000,000
	PHX11-108	19th Avenue: Montebello Ave to Mission Lane	Roadway widening (for median installation) including paving, curb, gutter, sidewalk, streetlighting, utilities, etc.	3.3	5		Local	0	0	80,000,000	80,000,000
	PHX11-140	20th ST: Highland - Camelback (69KV)	Right-of-Way	0.0	0	0	Local	0	0	366,916	366,916
	PHX11-918	20th ST: Highland - Camelback (69KV)	Construction	0.0	0	0	Local	0	0	3,857,040	3,857,040
	PHX11-196	24th St: Spur Track - I10	Landscape Median Islands	0.0	0	0	Local	0	0	200,000	200,000
	PHX11-135	27th Ave S/O Jackson St	RR Crossing	0.0	0	0	Local	0	0	110,000	110,000
	PHX11-137	32nd St S/O Jackson St	RR Crossing	0.0	0	0	Local	0	0	131,500	131,500
	PHX07-703	32nd St: Southern Ave to Broadway Rd	Design roadway to 64ft section, adding 2 through lanes	1.0	2	4	Local	0	0	500,000	500,000
	PHX11-843	32nd St: Washington St to McDowell Rd	Construct roadway narrowing removing one northbound lane	1.0	6	5	Local	0	0	6,071,820	6,071,820
	PHX09-722	35th Ave: Baseline Rd to Southern Ave	Acquire right of way for reconstruction of roadway to 74ft section	0.0	0	0	Local	0	0	1,250,000	1,250,000
	PHX11-136	40TH ST S/O Madison St	RR Crossing	0.0	0	0	Local	0	0	100,000	100,000
	PHX09-905	59th Ave: Lower Buckeye Rd - Buckeye	Construction	0.0	0	0	Local	0	0	2,522,272	2,522,272
	PHX07-705	64th St: Mayo Blvd to Loop 101 (Pima Fwy)	Acquire right of way and construct new 4 lane roadway to 64ft section	0.5	0	4	Local	0	0	4,053,222	4,053,222
	PHX09-724	75th Ave: Lower Buckeye Rd to Buckeye Rd	Design reconstruction of roadway to 74ft section	1.0	4	4	Local	0	0	285,000	285,000
	PHX11-198	7th Ave: Osborn Rd - Indian School Rd	Landscape retrofits	0.0	0	0	Local	0	0	300,000	300,000
	PHX11-178	ACDC at 7th Ave Bike Underpass	Construction	0.0	0	0	Local	0	0	92,713	92,713
	PHX11-101RWZ	Avendia Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	0.0	0	6	STP-MAG	7,564,000	0	3,242,000	10,806,000
	PHX11-185	Baseline Rd: 49th Ave - 47th Ave	Construction	0.0	0	0	Local	0	0	780,000	780,000
	PHX100-06D	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	0.0	0	6	STP-MAG	2,515,000	0	1,078,000	3,593,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	PHX11-151	City Wide	Implement Streets Enterprise GIS Project	0.0	0	0	Local	0	0	127,436	127,436
	PHX11-801	Citywide	Design alley dust proofing project	40.0	0	0	Local	0	0	418,000	418,000
	PHX09-904	Deer Valley Dr: 40th St - Black Mountain Pkwy	Right-of-Way	0.0	0	0	Local	0	0	35,714	35,714
	PHX11-173	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
	PHX11-107	Eastbound Van Buren St at 19th Ave	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX11-167	Hawk Traffic Signals	Construction	0.0	0	0	Local	0	0	300,000	300,000
	PHX11-919	Historic Districts Streetscape Improvement	Construction	0.0	0	0	Local	0	0	779,130	779,130
	PHX11-197	Indian School Rd: 27th Ave - 43rd Ave	Landscape	0.0	0	0	Local	0	0	750,000	750,000
	PHX11-168	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
	PHX09-727	Lower Buckeye Rd: 51st Ave to 43rd Ave	Acquire right of way for reconstruction of roadway to 74ft section	1.0	4	4	Local	0	0	274,800	274,800
	PHX11-101	Northbound 19th Ave At Van Buren St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX09-622	Pinnacle Peak Rd: 51st Ave to 43rd Ave	Acquire right of way and reconstruct roadway to 74ft section, adding 2 through lanes	1.0	2	4	Local	0	0	411,100	411,100
	PHX11-195	Riverview Dr: 18th St - 22nd St	Construction	0.0	0	0	Local	0	0	2,823,480	2,823,480
	PHX11-179	Royal Palm Bicycle at Pedestrian Bridge	Construction	0.0	0	0	Local	0	0	625,000	625,000
	PHX10-845	Salt River: 24th Street to I-10/Tempe Drain	Construct Multi-use path	0.0	0	0	CMAQ	801,606	0	650,000	1,451,606
	PHX11-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	0	0	12,840,753	12,840,753
	PHX11-192	Sonoran Desert Drive	Design	0.0	0	0	Local	0	0	100,000	100,000
	PHX11-105	Southbound 67th Ave at Indian School Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX11-156	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
	PHX11-102	VA Hospital	Bus bay	0.0	0	0	Local	0	0	110,000	110,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	PHX11-857	Various locations	Pre-design	0.0	0	0	Local	0	0	150,000	150,000
	PHX11-856	Various locations	Bridge systems maintenance	0.0	0	0	Local	0	0	69,000	69,000
	PHX11-855	Various locations	Bridge inspection program	0.0	0	0	Local	0	0	250,000	250,000
	PHX11-852	Various locations	Bridge rehabilitation	0.0	0	0	Local	0	0	358,000	358,000
	PHX11-739	Various locations	Construct regional ITS telecommunications expansion	0.0	0	0	CMAQ	700,000	0	500,000	1,200,000
	PHX11-130	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	2,000,000	2,000,000
	PHX11-139	Various Major Streets	Implement Street Impact Fee Pavement Improvements	0.0	0	0	Local	0	0	4,711,675	4,711,675
	PHX11-162	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000
	PHX11-125	Various RR Crossings	Construction RR Crossing Improvements	0.0	0	0	Local	0	0	55,000	55,000
	PHX11-104	Westbound McDowell Rd at 43rd Ave	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX11-103	Westbound McDowell Rd at 43rd Ave	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX11-106	Westbound Thomas Rd at 24th St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX11-161	Westside Streetscape	Retrofit Program	0.0	0	0	Local	0	0	1,307,220	1,307,220
Total for FY 2011								11,580,606	0	148,696,791	160,277,397
2012	PHX10-730	35th Ave: Baseline Rd to Southern Ave	Reconstruct roadway to 74ft section	0.0	4	4	Local	0	0	6,780,000	6,780,000
	PHX08-713	43rd Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 64ft section	1.0	4	4	Local	0	0	5,200,000	5,200,000
	PHX10-732	75th Ave: Lower Buckeye Rd to Buckeye Rd	Acquire right of way for reconstruction of roadway to 74ft section	1.0	4	4	Local	0	0	250,000	250,000
	PHX08-716	91st Ave: Indian School Rd to Camelback Rd	Design reconstruction of roadway to 74ft section, adding 1 through lane in each direction	1.0	2	4	Local	0	0	705,000	705,000
	PHX12-101RWZ	Avendia Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	0.0	0	6	STP-MAG	7,564,000	0	3,242,000	10,806,000
	PHX11-844	Baseline Rd: 59th Ave to 51st Ave	Design roadway widening from 4 lanes to 6	1.0	4	6	Local	0	0	566,000	566,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	PHX100-07RW	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Acquisition of right-of-way for roadway widening	0.0	0	6	STP-MAG	2,413,000	0	1,034,000	3,447,000
	PHX08-717	Buckeye Rd: 67th Ave to 59th Ave	Design reconstruction of roadway to 74ft section	1.0	4	4	Local	0	0	470,000	470,000
	PHX12-152	City Wide	Implement Streets Enterprise GIS Project	0.0	0	0	Local	0	0	100,000	100,000
	PHX12-801	Citywide	Alley Dust proofing	40.0	0	0	CMAQ	2,009,471	0	190,000	2,199,471
	PHX12-174	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
	PHX12-109	Eastbound Thunderbird Rd at 32nd St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX12-859	Hatcher Rd Streetscape: Central Ave to 3rd Street	Construct 8-ft sidewalk, 3-ft shoulder and landscaping	0.1	2	4	CMAQ	840,000	0	360,000	1,200,000
	PHX12-101	Indian School Road: Grand Canal to 16th Street	Design a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	0.5	6	6	Local	0	0	210,000	210,000
	PHX12-169	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
	PHX09-728	Lower Buckeye: 43rd Ave to 35th Ave	Reconstruct roadway to 64ft section	1.0	4	4	Local	0	0	3,540,000	3,540,000
	PHX09-874	McDowell Road & 32nd Street	Intersection Improvement including Streetlights, Bus bay and Building Removal	0.0	0	0	STP-HES	500,000	0	1,500,000	2,000,000
	PHX12-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	0	0	20,244,430	20,244,430
	PHX12-193	Sonoran Desert Drive	Construction	0.0	0	0	Local	0	0	900,000	900,000
	PHX10-916	South Mountain Community College Pedestrian Crossing	Pedestrian Bridge over the Canal	0.0	0	0	Local	0	0	148,149	148,149
	PHX12-157	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
	PHX12-929	Various	Retrofit Program	0.0	0	0	Local	0	0	500,000	500,000
	PHX12-925	Various	Pre-Design	0.0	0	0	Local	0	0	150,000	150,000
	PHX12-102	Various alley locations on 23 segments	Design dust proof alley project	33.0	2	2	Local	0	0	50,000	50,000
	PHX12-866	Various locations	Bridge inspection program	0.0	0	0	Local	0	0	250,000	250,000
	PHX12-863	Various locations	Bridge rehabilitation	0.0	0	0	Local	0	0	358,000	358,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	PHX12-865	Various locations	Bridge systems maintenance	0.0	0	0	Local	0	0	69,000	69,000
	PHX12-131	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	2,169,270	2,169,270
	PHX12-163	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000
	PHX12-126	Various RR Crossings	Construction RR Crossing Improvements	0.0	0	0	Local	0	0	55,000	55,000
	PHX12-110	Westbound Indian School Rd at 24th St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX12-108	Westbound Indian School Rd at 32nd St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
Total for FY 2012								13,326,471	0	50,440,849	63,767,320
2013	PHX13-903	32nd St Washington St to McDowell Rd	Construct 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	1.2	0	0	CMAQ	373,000	0	480,150	853,150
	PHX07-704	32nd St: Southern Ave to Broadway Rd	Acquire right of way for reconstruction of roadway to 64ft section	1.0	2	4	Local	0	0	937,500	937,500
	PHX13-184	35th Ave: Olney Dr - Dobbins	Construction	0.0	0	0	Local	0	0	38,500	38,500
	PHX13-186	56th St: Deer Valley - Pinnacle Peak	Design	0.0	0	0	Local	0	0	500,000	500,000
	PHX11-736	75th Ave: Lower Buckeye Rd to Buckeye Rd	Reconstruct roadway to 74ft section	1.0	4	4	Local	0	0	3,720,000	3,720,000
	PHX10-729	7th Ave: Southern Ave to the Salt River	Reconstruct roadway to 64ft section	1.5	4	4	Local	0	0	3,600,000	3,600,000
	PHX10-733	91st Ave: Indian School Rd to Camelback Rd	Acquire right of way for reconstruction of roadway to 74ft section, adding 1 through lane in each direction	1.0	2	4	Local	0	0	808,500	808,500
	PHX13-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	5,261,000	0	2,254,714	7,515,714
	PHX13-101RWZ	Avendia Rio Salado: 51st Avenue to 7th Street	Acquisition of right-of-way for roadway widening	0.0	0	6	STP-MAG	7,564,000	0	3,242,000	10,806,000
	PHX12-926	Baseline Rd: 59th - 51st Ave	Right-of-Way	0.0	0	0	Local	0	0	1,210,000	1,210,000
	PHX100-12C	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	0.0	0	6	STP-MAG	8,559,000	0	3,668,000	12,227,000
	PHX09-725	Buckeye Rd: 67th Ave to 59th Ave	Acquire right of way for reconstruction of roadway to 74ft section	1.0	4	4	Local	0	0	440,000	440,000
	PHX13-153	City Wide	Implement Streets Enterprise GIS Project	0.0	0	0	Local	0	0	100,000	100,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	PHX13-175	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
	PHX13-101	Fiber Optic Backbone Expansion Phase B	Design the fiber optic backbone expansion Phase B		0	0	Local	0	0	100,000	100,000
	PHX13-170	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
	PHX10-735	Lower Buckeye Rd: 51st Ave to 43rd Ave	Reconstruct roadway to 74ft section	1.0	4	4	Local	0	0	5,000,000	5,000,000
	PHX13-901	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing	0.5	4	4	CMAQ	522,000	0	370,000	892,000
	PHX09-824	North Valley Pkwy Bridge at Sonoran Wash	Design new 6 lane roadway	0.5	0	6	Local	0	0	675,000	675,000
	PHX13-112	Northbound 32nd St at McDowell Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX12-860	Pinnacle Peak Rd: 51st Ave to 43rd Ave	Reconstruct roadway to 74ft section, adding 2 through lanes	1.0	2	4	Local	0	0	5,180,000	5,180,000
	PHX13-103CZ	Sonoran Blvd: 15th Avenue to Cave Creek	Construct roadway widening	7.0	4	6	Local	0	0	17,115,994	17,115,994
	PHX13-113	Southbound Central Rd At Baseline Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX13-158	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
	PHX13-933	Various	Bridge Inspection Program	0.0	0	0	Local	0	0	250,000	250,000
	PHX13-936	Various	Retrofit Program	0.0	0	0	Local	0	0	500,000	500,000
	PHX13-930	Various	Pre-Design	0.0	0	0	Local	0	0	150,000	150,000
	PHX13-935	Various	Bridge Systems Maintenance	0.0	0	0	Local	0	0	17,000	17,000
	PHX13-934	Various	Bridge Rehabilitation	0.0	0	0	Local	0	0	358,000	358,000
	PHX13-102	Various alley locations on 23 segments	Construct dust proof alley project	33.0		0	CMAQ	1,232,750	0	442,500	1,675,250
	PHX13-132	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	1,000,000	1,000,000
	PHX13-164	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000
	PHX13-127	Various RR Crossings	Construction RR Crossing Improvements	0.0	0	0	Local	0	0	55,000	55,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	PHX13-111	Westbound Southern Ave at Central	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
Total for FY 2013								23,511,750	0	53,612,858	77,124,608
2014	PHX14-187	56th St: Deer Valley - Pinnacle Peak	Right-of-Way	0.0	0	0	Local	0	0	500,000	500,000
	PHX14-190	64th St: Utopia - Loop 101	Design	0.0	0	0	Local	0	0	700,000	700,000
	PHX14-101CZ	Avenida Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	10,521,000	0	4,509,360	15,030,360
	PHX13-102CZ	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Construct roadway widening	0.0	0	6	STP-MAG	8,559,651	0	3,668,000	12,227,651
	PHX14-154	City Wide	Implement Streets Enterprise GIS Project	0.0	0	0	Local	0	0	100,000	100,000
	PHX14-176	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
	PHX14-103	Fiber Optic Backbone Expansion Phase B	To extend Phase B Fiber Optic Backbone, To provide Traffic Signal interconnect to the City of Phoenix TMC		0	0	CMAQ	754,700	0	223,443	978,143
	PHX14-194	Greenway Pkwy at Cave Creek Wash Bridge	Construction	0.0	0	0	Local	0	0	5,900,000	5,900,000
	PHX14-101	Indian School Road: Grand Canal to 16th Street	Construct a 10' wide multi-use pathway; and a pre-fabricated multi-use bridge over the Grand Canal.	0.5	6	6	CMAQ	873,422	0	170,324	1,043,746
	PHX14-102	ITS Strategic Plan	Develop the City of Phoenix's first ITS Strategic Plan.		0	0	CMAQ	167,916	0	71,964	239,880
	PHX14-171	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
	PHX14-181	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing	0.5	4	4	Local	0	0	224,000	224,000
	PHX11-848	North Valley Pkwy Bridge at Sonoran Wash	Acquire right of way for new 6 lane roadway	0.5	0	6	Local	0	0	808,500	808,500
	PHX14-116	Northbound Greenway Pkwy At Cave Creek Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX14-114	Southbound 32nd St At Thomas Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX14-159	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
	PHX14-147	Various locations	Pre-Design	0.0	0	0	Local	0	0	150,000	150,000
	PHX14-143	Various locations	Bridge rehabilitation	0.0	0	0	Local	0	0	358,000	358,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2014	PHX14-149	Various locations	Retrofit Program	0.0	0	0	Local	0	0	500,000	500,000
	PHX14-145	Various locations	Bridge systems maintenance	0.0	0	0	Local	0	0	3,933	3,933
	PHX14-141	Various locations	Bridge inspection program	0.0	0	0	Local	0	0	250,000	250,000
	PHX14-133	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	1,000,000	1,000,000
	PHX14-165	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000
	PHX14-128	Various RR Crossings	Construction RR Crossing Improvements	0.0	0	0	Local	0	0	55,000	55,000
	PHX14-115	Westbound Glendale Ave At 7Th St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
Total for FY 2014								20,876,689	0	20,592,524	41,469,213
2015	PHX15-183	16th St at Thomas Rd	Widen intersection	0.8	4	6	Local	0	0	148,000	148,000
	PHX10-629	32nd St: Southern Ave to Broadway Rd	Reconstruct roadway to 64ft section, adding 2 through lanes	1.0	2	4	Local	0	0	3,960,000	3,960,000
	PHX15-189	35th Ave: Dobbins Rd - Baseline Rd	Design	0.0	0	0	Local	0	0	660,000	660,000
	PHX15-188	56th St: Deer Valley - Pinnacle Peak	Construction	0.0	0	0	Local	0	0	6,000,000	6,000,000
	PHX15-191	64th St: Utopia - Loop 101	Right-of-Way	0.0	0	0	Local	0	0	1,000,000	1,000,000
	PHX12-923	75th Ave: Broadway - Lower Buckeye	Design	0.0	0	0	Local	0	0	550,000	550,000
	PHX15-182	7th St at Camelback Rd	Widen intersection	0.3	5	6	Local	0	0	150,000	150,000
	PHX12-924	83rd Ave: Lower Buckeye - Buckeye	Design	0.0	0	0	Local	0	0	550,000	550,000
	PHX09-620	91st Ave: Indian School Rd to Camelback Rd	Reconstruct roadway to 74ft section, adding 1 through lane in each direction	1.0	2	4	Local	0	0	6,000,000	6,000,000
	PHX15-101CZ	Avendia Rio Salado: 51st Avenue to 7th Street	Construct roadway widening	0.0	0	6	STP-MAG	5,261,000	0	2,254,714	7,515,714
	PHX15-138	Baseline Rd: 59th Ave to 51st Ave	Construct roadway widening from 4 lanes to 6	1.0	4	6	Local	0	0	3,400,000	3,400,000
	PHX10-734	Buckeye Rd: 67th Ave to 59th Ave	Reconstruct roadway to 74ft section	1.0	4	4	Local	0	0	8,500,000	8,500,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	PHX15-155	City Wide	Implement Streets Enterprise GIS Project	0.0	0	0	Local	0	0	100,000	100,000
	PHX15-177	Dust Control	Construction	0.0	0	0	Local	0	0	800,000	800,000
	PHX15-123	Eastbound Indian School Rd At 16Th St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX15-172	Left Turn Arrows	Construction	0.0	0	0	Local	0	0	120,000	120,000
	PHX10-842	McDowell Road at 32nd Street	Intersection Improvement including Streetlights, Bus bay and Building Removal	0.0	0	0	STP-HES	500,000	0	1,000,000	1,500,000
	PHX15-180	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Nevitt park Bicycle & Pedestrian Bridge Crossing	0.5	4	4	Local	0	0	500,000	500,000
	PHX11-849	Pinnacle Peak Rd: 43rd Ave to 35th Ave	Reconstruct roadway to 74ft section	1.0	4	4	Local	0	0	4,000,000	4,000,000
	PHX15-119	Southbound 16th St At Bethany Home Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX15-122	Southbound 35th Ave At Dunlap Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX15-117	Southbound Central Ave At Dunlap Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX15-118	Southbound Greenway Pkwy At Cave Creek Rd	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX15-160	Street lighting	None	0.0	0	0	Local	0	0	100,000	100,000
	PHX15-148	Various locations	Pre-Design	0.0	0	0	Local	0	0	150,000	150,000
	PHX15-146	Various locations	Bridge systems maintenance	0.0	0	0	Local	0	0	3,933	3,933
	PHX15-142	Various locations	Bridge inspection program	0.0	0	0	Local	0	0	250,000	250,000
	PHX15-150	Various locations	Retrofit Program	0.0	0	0	Local	0	0	500,000	500,000
	PHX15-144	Various locations	Bridge rehabilitation	0.0	0	0	Local	0	0	358,000	358,000
	PHX15-134	Various Major Streets	Construct Non Through Lane Improvements	0.0	0	0	Local	0	0	1,000,000	1,000,000
	PHX15-166	Various Mid Block Streets	Construction/installation of mid block street lighting	0.0	0	0	Local	0	0	50,000	50,000
	PHX15-129	Various RR Crossings	Construction RR Crossing Improvements	0.0	0	0	Local	0	0	55,000	55,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	PHX15-124	Westbound Broadway Rd At 16Th St	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX15-121	Westbound Cave Creek Rd At Greenway Pkwy	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
	PHX15-120	Westbound Greenway Rd At 19th Ave	Bus bay	0.0	0	0	Local	0	0	110,000	110,000
Total for FY 2015								5,761,000	0	43,039,647	48,800,647
Total for Phoenix								75,056,516	0	316,382,670	391,439,186

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	QNC07-701	Chandler Heights Rd: Ellsworth Rd to 204th St	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC13-901	Ellsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Queen Creek Wash and South Bank Paved Path	1.0	2	2	CMAQ	525,000	0	225,000	750,000
	QNC07-713	Ellsworth Rd: Rittenhouse Rd to Ellsworth Loop Rd	Widen roadway	0.5	2	4	Private	0	0	1,000,000	1,000,000
	QNC07-719	Hawes Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway	1.0	2	4	Private	0	0	2,000,000	2,000,000
	QNC07-721	Hawes Rd: Rittenhouse Rd to 1000 ft south of Queen Creek Rd	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC07-746	Hunt Highway: Power Rd to Ellsworth	Pave dirt shoulders	3.0	4	4	Local	0	0	409,786	409,786
	QNC07-722	Ocotillo Rd: 209th Way to Ellsworth Loop Rd	Widen roadway	0.5	2	4	Private	0	0	700,000	700,000
	QNC07-729	Ocotillo Rd: Crismon Rd to Rittenhouse Rd	Widen roadway	0.3	2	4	Private	0	0	500,000	500,000
	QNC07-728	Ocotillo Rd: Rittenhouse Rd to Crismon	Widen roadway	0.5	2	4	Local	0	0	3,000,000	3,000,000
	QNC07-730	Ocotillo Rd: Signal Butte Rd to 220th Rd	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC09-778	Rittenhouse Rd: Queen Creek Wash to Cloud Rd	Widen roadway, adding 2 through lanes and add Bridge	0.5	2	4	Private	0	0	4,000,000	4,000,000
	QNC11-783	Town wide	Design and construct/implement ITS hardware and software	0.0	0	0	CMAQ	490,000	0	300,000	790,000
	Total for FY 2011								1,015,000	0	13,634,786
2012	QNC07-707	Ellsworth Rd: Ocotillo Rd to Queen Creek Wash	Widen roadway and add Bike Lane	0.5	2	3	Local	0	0	500,000	500,000
	QNC12-804	Ellsworth Rd: Sierra Park Blvd to Empire Blvd (Hunt Hwy)	Construct traffic signal/CCTV system	2.5	0	0	CMAQ	254,235	0	176,200	430,435
	QNC08-747	Meridian Rd: Ocotillo Rd to Chandler Heights Rd	New 6 lane road	1.0	0	6	Private	0	0	3,000,000	3,000,000
	QNC09-768	Meridian Rd: Queen Creek Rd to Ocotillo Rd	Widen roadway	1.0	2	6	Private	0	0	4,000,000	4,000,000
	QNC07-724	Ocotillo Rd: Crismon Rd to 220th St	Widen roadway	0.5	2	4	Private	0	0	500,000	500,000
	QNC09-769	Ocotillo Rd: Hawes Rd to Sossaman Rd	Widen roadway	1.0	2	4	Private	0	0	2,000,000	2,000,000
	QNC08-751	Ocotillo Rd: Signal Butte Rd to Meridian Rd	Widen roadway	1.0	2	4	Private	0	0	1,000,000	1,000,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	QNC07-731	Ocotillo Rd: Sossaman Rd to 188th St	Reconstruct roadway	0.5	2	2	Private	0	0	1,000,000	1,000,000
	QNC08-759	Rittenhouse Rd: Germann to 203rd	Widen roadway	2.0	2	4	Local	0	0	6,000,000	6,000,000
Total for FY 2012								254,235	0	18,176,200	18,430,435
2013	QNC09-766	Chandler Heights Rd: Sossaman Rd to Hawes Rd	Widen roadway	1.0	2	4	Local	0	0	2,000,000	2,000,000
	QNC08-748	Meridian Rd: Chandler Heights Rd to Riggs Rd	New 6 lane road	2.0	0	6	Local	0	0	10,000,000	10,000,000
	QNC08-750	Ocotillo Rd: Recker Rd to Power Rd	New 4 lane road	1.0	0	4	Private	0	0	4,000,000	4,000,000
	QNC09-773	Power Rd: Riggs Rd to Cloud Rd	Widen roadway, adding NB lane	0.5	2	5	Private	0	0	1,500,000	1,500,000
	QNC07-735	Queen Creek Rd: Crismon Rd to 213th St	Widen roadway	0.5	2	4	Private	0	0	1,000,000	1,000,000
	QNC08-801	Queen Creek Rd: Crismon Rd to Signal Butte Rd	Widen roadway	1.0	2	4	Private	0	0	1,000,000	1,000,000
	QNC08-802	Queen Creek Rd: Signal Butte Rd to Meridian Rd	Widen roadway	1.0	2	4	Private	0	0	1,000,000	1,000,000
	QNC13-903	Riggs Rd: Ellsworth Rd to Meridian Rd	Widen roadway	3.0	0	4	Local	0	0	20,000,000	20,000,000
	QNC09-774	Rittenhouse Rd (re-aligned): Sossaman Rd to Hawes Rd	Construct new roadway	1.0	2	4	Local	0	0	3,000,000	3,000,000
	QNC09-608	Rittenhouse Rd at Sossaman Rd	Improve railroad crossing/intersection	0.3	2	2	Local	0	0	150,000	150,000
	QNC09-775	Rittenhouse Rd: Cloud Rd to Riggs Rd	Widen roadway, adding 2 through lanes	0.5	2	4	Local	0	0	2,000,000	2,000,000
	QNC09-776	Rittenhouse Rd: Octillo Rd to Queen Creek Wash	Widen roadway	2.0	2	4	Local	0	0	4,000,000	4,000,000
	QNC09-779	Signal Butte Rd: Ocotillo Rd to Queen Creek Rd	Widen roadway, from 2 to 4 lanes	1.0	2	4	Private	0	0	3,000,000	3,000,000
	QNC09-781	Sossaman Rd: Ocotillo Rd to Via Dejardian	Widen roadway	0.5	2	4	Local	0	0	1,500,000	1,500,000
	QNC13-902	Various Locations Town-wide	Ten wireless traffic signal connections	10.0	4	4	CMAQ	105,000	0	45,000	150,000
Total for FY 2013								105,000	0	54,195,000	54,300,000
Total for Queen Creek								1,374,235	0	86,005,986	87,380,221

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	SRP11-101	McDowell Rd: Mesa Dr to Gilbert Rd	Reconstruct - grade, drain and asphalt surfacing	2.0	2	2	Local	0	0	3,732,248	3,732,248
	SRP11-801	Mesa Dr: Chaparral Rd to McDonald Dr and McDonald Road: Center to Olive Street	Pave Unpaved Road	1.7	2	2	CMAQ	773,483	0	54,314	827,797
Total for FY 2011								773,483	0	3,786,562	4,560,045
2012	SRP12-801	Dobson Road: Arizona Canal to Indian Bend Road and Center: McDonald Dr to Indian Bend Rd	Pave Unpaved Road	1.3	2	2	CMAQ	582,967	0	39,580	622,547
	SRP12-802	McDonald Road: Alma School Rd to Center and Alma School Rd: Arizona Canal to McDonald Dr	Pave Unpaved Road	1.6	2	2	CMAQ	842,145	0	57,855	900,000
Total for FY 2012								1,425,112	0	97,435	1,522,547
Total for Salt River Pima-Maricopa Indian Community								2,198,595	0	3,883,997	6,082,592

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	SCT11-701	McDowell Rd: Bridge over Indian Bend Wash	Enhance sidewalks and add bicycle lanes	1.5	6	6	CMAQ	600,000	0	1,000,000	1,600,000
	SCT10-616	McDowell Rd: Scottsdale Rd to Pima Rd	Construct smart corridor traffic control system	2.0	6	6	CMAQ	350,000	0	350,000	700,000
	SCT11-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Local	0	0	0	0
	SCT11-112DZ	Pima Rd: Krail to Chaparral Rd	Design roadway widening	1.8	2	4	Local	0	0	0	0
	SCT11-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Local	0	0	0	0
	SCT11-111DZ	Pima Rd: Thomas Rd to McDowell Rd	Design roadway widening	1.0	2	4	Local	0	0	0	0
	SCT11-110CWZ	Pima Rd: Via De Ventura to Krail	Construct roadway widening	1.3	2	4	Local	0	0	0	0
	SCT100-11C2	Pima Rd: McKellips Rd to Via Linda	Construct roadway widening	8.0	2	6	Local	0	0	20,747,759	20,747,759
	SCT200-06AD	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Design roadway widening	1.0	4	6	Local	0	0	1,880,956	1,880,956
	SCT11-001CZ	Pima Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	1.5	4	6	Local	0	0	12,750,573	12,750,573
	SCT11-702	Scottsdale and Hayden Rds: Shea Blvd to McDowell Rd	Install detection equipment, variable message signs and software	2.0	6	6	CMAQ	102,500	0	177,500	280,000
	SCT210-10AC	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	RARF	0	3,732,473	1,599,926	5,332,399
	SCT11-014DZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Design roadway widening	2.0	4	6	RARF	0	709,474	348,254	1,057,729
	SCT08-936	Shea Blvd - 96th St to 144th St ITS Improvements	Design ITS improvement	6.3	6	6	Local	0	0	618,727	618,727
	SCT11-101	South bank of Arizona Canal from 64th Street to Goldwater Boulevard, and 64th Street/Thomas intersection, 64th/Indian School intersection, northwest portion of 68th/Indian School intersection, and pedestrian bridge/Lafayette Park connection.	Design 14-foot wide shared-use path	0.9	0	0	Local	0	0	449,000	449,000
Total for FY 2011								1,052,500	4,441,947	39,922,695	45,417,142
2012	SCT12-808	Area enclosing Shea Blvd to Carefree Hwy and 56th St to 136th St	Install dynamic message signs	0.8	6	6	CMAQ	249,054	0	250,946	500,000
	SCT12-810	Arizona Canal: Chaparral Rd to McDonald Dr	Design and construct 10-ft to 12 ft multi-use path	1.0	0	0	CMAQ	1,100,000	0	1,208,460	2,308,460
	SCT11-807	CAP Canal: Via Linda to Sweetwater	Construct multi-use path and underpass	1.8	0	0	Local	0	0	3,009,764	3,009,764

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	SCT12-101	Frank Llyod Wright Blvd & Loop 101	Design adaptive traffic control	3.0	0	0	Local	0	0	8,000	8,000
	SCT12-112CZ	Pima Rd: Krail to Chaparral Rd	Construct roadway widening	1.8	2	4	Local	0	0	0	0
	SCT12-111CZ	Pima Rd: Thomas Rd to McDowell Rd	Construct roadway widening	1.0	2	4	Local	0	0	0	0
	SCT12-113DZ	Pima Rd: Via Linda to Via De Ventura	Design roadway widening	1.3	2	4	Local	0	0	0	0
	SCT200-06ARW	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Acquisition of right-of-way for roadway widening	1.0	4	6	Local	0	0	1,663,601	1,663,601
	SCT12-014CZ	Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Rd	Construct roadway widening	2.0	4	6	RARF	0	3,732,472	1,599,925	5,332,397
	SCT10-938	Shea Blvd - 96th St to 144th St ITS Improvements	Construct ITS improvement	6.3	6	6	Local	0	0	2,062,424	2,062,424
	SCT09-937	Shea Blvd - 96th St to 144th St ITS Improvements	Acquisition of right-of-way for ITS improvement	6.3	6	6	Local	0	0	618,727	618,727
	SCT12-812	Shea Blvd: Scottsdale Rd to Fountain Hills	Construct multi-use path and sidewalk (Fountain Hills is lead agency - local match only)	0.5	0	0	Local	0	0	35,100	35,100
Total for FY 2012								1,349,054	3,732,472	10,456,948	15,538,473
2013	SCT13-901	Along the Arizona Canal from McDonald Drive to the Indian Bend Wash	Arizona Canal Path: McDonald to IBW/Share-use path	1.0	6	6	CMAQ	1,100,000	0	1,241,660	2,341,660
	SCT13-902	Citywide	Last mile connections from city Fiber Network	1.0	0	0	CMAQ	350,000	0	350,000	700,000
	SCT13-106DZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Pre-Design/Design roadway widening	0.0	0	2	Local	0	0	77,580	77,580
	SCT13-103DZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	6	6	Local	0	0	51,720	51,720
	SCT13-105DZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Pre-Design/Design roadway widening	0.4	2	4	RARF	0	146,209	62,661	208,870
	SCT13-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	Local	0	0	0	0
	SCT13-114DZ	Pima Rd: Chaparral Rd to Thomas Rd	Design roadway widening	2.0	2	4	Local	0	0	0	0
	SCT13-113CZ	Pima Rd: Via Linda to Via De Ventura	Construct roadway widening	1.3	2	4	Local	0	0	0	0
	SCT200-07AC	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	RARF	0	3,481,170	1,491,930	4,973,100
	SCT13-007CZ	Pima Rd: Pinnacle Peak Rd to Happy Valley Rd	Construct roadway widening	1.0	4	6	Local	0	0	13,836,457	13,836,457

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	SCT13-104DZ	Raintree -Loop 101 Traffic Interchange	Pre-Design/Design roadway widening	0.4	4	4	RARF	0	39,685	17,008	56,693
	SCT13-109DZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Design roadway widening	2.0	4	6	RARF	0	1,761,361	2,637,785	4,399,146
	SCT13-108DZ	Thunderbird-Raintree Loop	Pre-Design/Design roadway widening	0.0	0	4	RARF	0	301,469	129,201	430,670
Total for FY 2013								1,450,000	5,729,894	19,896,003	27,075,897
2014	SCT14-101DZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Design roadway widening	2.0	2	4	Local	0	0	928,091	928,091
	SCT14-106RWZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Acquisition of right-of-way for roadway widening	0.0	0	2	Local	0	0	492,337	492,337
	SCT14-103CZ	Frank Lloyd Wright -Loop 101 Traffic Interchange	Construct roadway widening	0.4	6	6	Local	0	0	5,508,206	5,508,206
	SCT14-102	Frank Llyod Wright Blvd & Loop 101	Construct/Install adaptive traffic control	3.0	0	0	CMAQ	36,328	0	14,522	50,850
	SCT14-102PZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Pre-Design roadway widening	0.0	0	2	Local	0	0	73,732	73,732
	SCT14-105RWZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Acquisition of right-of-way for roadway widening	0.4	2	4	RARF	0	4,485,392	1,922,311	6,407,703
	SCT14-114CZ	Pima Rd: Chaparral Rd to Thomas Rd	Construct roadway widening	2.0	2	4	Local	0	0	0	0
	SCT14-104CZ	Raintree -Loop 101 Traffic Interchange	Construct roadway widening	0.4	4	4	RARF	0	1,109,797	475,627	1,585,424
	SCT14-107DZ	Redfield Rd: Scottsdale Rd to Hayden	Design roadway widening	1.2	2	4	Local	0	0	307,338	307,338
	SCT14-109RWZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Acquisition of right-of-way for roadway widening	2.0	4	6	Local	0	0	3,327,203	3,327,203
	SCT14-101	South bank of Arizona Canal from 64th Street to Goldwater Boulevard, and 64th Street/Thomas intersection, 64th/Indian School intersection, northwest portion of 68th/Indian School intersection, and pedestrian bridge/Lafayette Park connection.	Construct 14-foot wide shared-use path	0.9	0	0	CMAQ	1,823,780	0	1,036,905	2,860,685
	SCT14-108RWZ	Thunderbird-Raintree Loop	Acquisition of right-of-way for roadway widening	0.0	0	4	RARF	0	5,014,860	2,149,226	7,164,086
Total for FY 2014								1,860,108	10,610,049	16,235,497	28,705,654
2015	SCT15-101RWZ	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Acquisition of right-of-way for roadway widening	2.0	2	4	Local	0	0	3,887,669	3,887,669
	SCT15-106CZ	Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	Construct roadway widening	0.0	0	2	Local	0	0	804,648	804,648

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	SCT15-102SZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Project savings for roadway widening	0.0	0	2	Local	0	0	8,152,006	8,152,006
	SCT15-102SZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Project savings for roadway widening	0.0	0	2	Local	0	0	1,791,972	1,791,972
	SCT15-102DZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Design roadway widening	0.0	0	2	Local	0	0	882,717	882,717
	SCT15-102RWZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Acquisition of right-of-way for roadway widening	0.0	0	2	Local	0	0	860,795	860,795
	SCT15-102CZ	Loop 101 (Pima Fwy) North Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	Construct roadway widening	0.0	0	2	Local	0	0	6,614,709	6,614,709
	SCT15-105CZ	Northsight Blvd: Hayden to Frank Lloyd Wright	Construct roadway widening	0.4	2	4	RARF	0	2,216,809	950,061	3,166,870
	SCT15-107CZ2	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	Local	0	0	972,147	972,147
	SCT15-107CZ	Redfield Rd: Scottsdale Rd to Hayden	Construct roadway widening	1.2	2	4	RARF	0	1,522,381	652,449	2,174,830
	SCT15-109CZ	Scottsdale Rd: Pinnacle Peak to Jomax Rd	Construct roadway widening	2.0	4	6	Local	0	0	29,491,189	29,491,189
	SCT15-108RWZ	Thunderbird-Raintree Loop	Acquisition of right-of-way for roadway widening	0.0	0	4	RARF	0	9,037,231	3,873,099	12,910,330
Total for FY 2015								0	12,776,421	58,933,462	71,709,883
Total for Scottsdale								5,711,662	37,290,783	145,444,604	188,447,049

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	SUR11-117	160th Lane between Bell Road and south 1/4 mile	Construct new 4 lanes with curb, gutter, sidewalk, raised median, and turn lanes	0.3	0	4	Private	0	0	1,000,000	1,000,000
	SUR11-110	165th Avenue - DUSD #19 Access Road between Pat Tillman Blvd to .32 miles south	Construct new 2 lanes with curb, gutter, and sidewalks	0.3	0	2	Private	0	0	680,000	680,000
	SUR11-115	Autoshow Avenue between Cactus and Peoria	Construct new 4 lane with center left turn lane, curb, gutter, raised median, and 4 right turn lanes	1.0	0	4	Private	0	0	4,000,000	4,000,000
	SUR11-714	Bell Rd: US-60 (Grand Ave) to 114th Ave	Design, acquire right of way and construct a multi-use path	2.5	6	6	CMAQ	1,000,000	0	500,000	1,500,000
	SUR11-105	Bell Road between Eastham and L303	Construct 2 right turn lanes and curb and gutter on south side of Bell Road	0.5	6	6	Private	0	0	500,000	500,000
	SUR11-118	Bullard Avenue between Bell Road and Paradise Lane	Construct new 2 lanes and slurry seal of existing 2 lanes with curb, gutter, raised median with landscaping, left turn lanes, right turn lane, and bike lane	0.5	2	4	Local	0	0	2,000,000	2,000,000
	SUR11-109	Cotton Lane between Greenway Road and South .5 miles	construct new Southbound 1 lane with 2 right turn lanes, curb and gutter, and sidewalk	0.5	3	4	Private	0	0	500,000	500,000
	SUR11-111	Cotton Lane between greenway Road and south 1/2 mile	Construct new 2 Northbound lanes and 2 right turn lanes with curb, gutter, and sidewalk	0.5	2	4	Private	0	0	1,000,000	1,000,000
	SUR11-103	Dysart Road at intersection of Grand Avenue 700 feet on north and south of Grand Avenue	Constructing 1 southbound lane with curb and gutter, sidewalk, median, and turn lane	0.5	3	4	Local	0	0	2,600,000	2,600,000
	SUR11-108	Greenway Road between Cotton Lane and 1/4 mile west	Construct new Eastbound 1 lane with right turn lane and sidewalk	0.3	3	4	Private	0	0	250,000	250,000
	SUR11-101	Greenway Road Between Litchfield Road and Bullard Avenue	Construct new arterial roadway, sidewalk, curb and gutter, and median.	1.0	2	4	Local	0	0	2,700,000	2,700,000
	SUR11-112	Greenway Road From Cotton Lane East 1/4 miles	Construct new 2 lanes with 2 right turn lanes, median, curb, gutter, and sidewalk	0.3	2	4	Private	0	0	500,000	500,000
	SUR11-120	Litchfield Road between Desert Cove and Cactus	Construct new 2 northbound and 2 southbound lanes	0.5	2	4	Local	0	0	2,472,000	2,472,000
	SUR11-119	Litchfield Road between Sweetwater and Cactus	Construct new 2 northbound and 2 southbound lanes on arterial roadway	0.5	2	4	Local	0	0	2,189,000	2,189,000
	SUR11-106	Litchfield Road between Waddell Road and Sweetwater Avenue	Construct new 2 south bound lanes on arterial roadway	0.5	2	4	Local	0	0	1,315,000	1,315,000
	SUR11-715	Peoria Ave: Litchfield Rd to Jackrabbit Rd	Design and construct fibre optic cable interconnection of existing and future ITS facilities	7.0	5	5	CMAQ	700,000	0	1,000,000	1,700,000
	SUR11-116	Peoria Avenue between Perryville Road and East 1/4 mile	Construct new 2 westbound lanes with curb, gutter, sidewalk, raised median, and 1 turn lane	0.3	2	4	Private	0	0	500,000	500,000
	SUR11-104	Perryville Road between Peoria Ave and Cactus Road	Construct new 2 lane arterial roadway	1.0	0	2	Private	0	0	1,000,000	1,000,000
	SUR11-114	Reems Road between Cactus Road and Peoria Ave	Reconstructed 2 lane arterial road adding 1 southbound and 1 northbound lane with curb, gutter, median, and sidewalk	1.0	2	4	Local	0	0	2,600,000	2,600,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	SUR11-113	Union Hills Road between 111th Avenue to 115th Avenue	Construct new 1 lane westbound with curb, gutter, and sidewalk	0.5	2	3	Local	0	0	500,000	500,000
	SUR11-121	Various locations on 10 segments including Cactus Rd: 143rd Ave to Bullard Ave	Design Pave Unpaved Shoulder project	8.1	2	2	Local	0	0	160,000	160,000
	SUR11-102	Waddell Road between Dysart Road and west 900 feet	Constructing the south side of Waddell Road	0.3	2	6	Local	0	0	2,300,000	2,300,000
	SUR11-107	Waddell Road between Litchfield and 1/4 mile west	Construct new 3 lanes on south side of Waddell	0.3	3	6	Private	0	0	1,000,000	1,000,000
Total for FY 2011								1,700,000	0	31,266,000	32,966,000
2012	SUR12-817	Bell Rd: 141st Ave to Loop 303	Construct sidewalks	3.5	6	6	CMAQ	892,500	0	382,500	1,275,000
	SUR12-818	Bell Rd: Loop 303 (Estrella Fwy) to Jackrabbit Trl (195th Ave)	Design and connect traffic signals, CCTV cameras and changeable message signs	4.0	6	6	CMAQ	996,217	0	1,203,783	2,200,000
	SUR12-801	Dove Valley Rd: 163rd Ave to 179th Ave	Pave Unpaved Road		2	2	CMAQ	956,800	0	68,200	1,025,000
Total for FY 2012								2,845,517	0	1,654,483	4,500,000
2013	SUR13-901	Cotton Lane from Peoria Ave to Bell Rd	Optical Fiber interconnect of signals, TV cameras, dynamic message signs, and connection to ITS Fibert Backbone	4.0	2	2	CMAQ	753,437	0	1,500,000	2,253,437
	SUR13-101	Various locations on 10 segments including Cactus Rd: 143rd Ave to Bullard Ave	Pave Unpaved Shoulders	8.1		0	CMAQ	570,000	0	46,310	616,310
Total for FY 2013								1,323,437	0	1,546,310	2,869,747
Total for Surprise								5,868,954	0	34,466,793	40,335,747

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2011	TMP11-107	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	367,150	367,150
	TMP11-108	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000
	TMP11-106	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	561,643	561,643
	TMP11-105	Citywide	Intersection Reconstruction	0.0	0	0	Local	0	0	425,250	425,250
	TMP11-104	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000
	TMP11-101	Eight Street: University LRT Station at Rural Road to McClintock Drive	Planning Study and Preliminary Design for Bicycle and Pedestrian Improvements	1.0	0	0	Local	0	0	60,000	60,000
	TMP11-109	Rural Road to Kiwanis Park	Design multiuse path	5.0	2	2	Local	0	0	200,000	200,000
	TMP11-701	University Dr: Priest Dr to SPRR	Improve bicycle and pedestrian facilities	1.0	4	4	CMAQ	1,100,000	0	5,425,080	6,525,080
	TMP11-103	Various locations	Minor Streets and Alleys Improvements and Dust Control	0.0	0	0	Local	0	0	29,543	29,543
	TMP11-102	Various Locations	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,754,665	1,754,665
	TMP11-702	Various locations	Install fibre-optic connection between ADOT FMS backbone and signal cabinets at 22 interchanges	0.0	0	0	CMAQ	100,294	0	81,126	181,420
Total for FY 2011								1,200,294	0	9,129,457	10,329,751
2012	TMP12-111	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000
	TMP12-112	Citywide	Intersection Reconstruction	0.0	0	0	Local	0	0	464,775	464,775
	TMP12-804	Citywide	Design and construct fiber-optic cable installations	0.0	4	4	CMAQ	242,528	0	118,643	361,171
	TMP12-116	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000
	TMP12-115	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	367,150	367,150
	TMP12-114	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	668,125	668,125
	TMP12-113	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	668,125	668,125
	TMP12-805	Hardy Dr: University Dr to Broadway Rd	Pedestrian and bicycle improvements	1.0	4	4	CMAQ	1,193,891	0	1,451,239	2,645,130

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	TMP12-101	Holdeman Neighborhood Alley Stabilization	Design alley stabilization project	4.3	2	2	Local	0	0	25,000	25,000
	TMP12-806	Light Rail Transit Corridor in Tempe	Install CCTV monitoring stations	6.0	4	4	CMAQ	285,456	0	139,643	425,099
	TMP12-102	North Tempe neighborhood alley stabilization	Design alley stabilization project	10.5	2	2	Local	0	0	45,000	45,000
	TMP12-110	Various locations	Minor Streets and Alleys Improvements and Dust Control	0.0	0	0	Local	0	0	29,543	29,543
	TMP12-109	Various Locations	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,775,300	1,775,300
	TMP12-118	Various locations	Purchase and Install Video Traffic Detection	0.0	0	0	Local	0	0	425,000	425,000
	TMP12-117	Various locations	Install new/upgrade modular traffic signals	0.0	0	0	Local	0	0	600,000	600,000
Total for FY 2012								1,721,875	0	7,002,543	8,724,418
2013	TMP13-902	City Wide	Procure and install traffic control cabinets and hardware-Phase 1 of 3	0.0	0	0	CMAQ	539,000	0	231,000	770,000
	TMP13-125	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	524,500	524,500
	TMP13-122	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000
	TMP13-124	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	1,069,000	1,069,000
	TMP13-126	Citywide	Design and Install Fiber Optic Communications	0.0	0	0	Local	0	0	350,000	350,000
	TMP13-127	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000
	TMP13-123	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	1,069,000	1,069,000
	TMP13-119	Elliott Road: Kyrene Road to I-10	Asphalt - Mill and Overlay	2.0	6	6	Local	0	0	1,150,000	1,150,000
	TMP13-101	Holdeman Neighborhood Alley Stabilization	Construct alley stabilization project	4.3		0	CMAQ	531,097	0	32,103	563,200
	TMP13-901	I-10 at Alameda Drive-City of Tempe	I-10 at Alameda bicycle and pedestrian bridge (Bicycle and Pedestrian Bridge over I-10 freeway at Alameda Drive)	0.1	2	2	CMAQ	1,200,000	0	2,599,380	3,799,380
	TMP13-102	North Tempe neighborhood alley stabilization	Construct alley stabilization project	10.5		0	CMAQ	961,105	0	58,095	1,019,200
TMP13-120	Various Locations	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,431,885	1,431,885	

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2013	TMP13-121	Various locations	Minor Streets and Alleys Improvements and Dust Control	0.0	0	0	Local	0	0	33,974	33,974
	TMP13-128	Various locations	Install new/upgrade modular traffic signals	0.0	0	0	Local	0	0	600,000	600,000
Total for FY 2013								3,231,202	0	9,373,937	12,605,139
2014	TMP14-133	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000
	TMP14-136	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000
	TMP14-134	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	1,175,900	1,175,900
	TMP14-131	Citywide	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,503,579	1,503,579
	TMP14-135	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	524,500	524,500
	TMP14-102	Corridors of Elliot/Guadalupe/ Warner	Construct/Install fiber optic communication to the signals and install wireless radios with CCTVs monitors	11.0	0	0	CMAQ	383,333	0	164,286	547,619
	TMP05-230	El Paso Gas Easement: Rural Rd to Kiwanis Park	Design multi-use path	0.8	4	4	Local	0	0	60,000	60,000
	TMP14-129	Hardy Drive: Broadway Road to Southern Ave.	Street Rehabilitation	1.0	1	2	Local	0	0	620,000	620,000
	TMP14-101	Rural Road to Kiwanis Park	Construct multiuse path	0.0	2	2	CMAQ	1,323,000	0	367,000	1,690,000
	TMP14-130	Rural Road: Rio Salado Parkway to Southern Ave.	Asphalt Mill and Overlay	2.5	6	6	Local	0	0	1,050,000	1,050,000
	TMP14-137	Various locations	Install new/upgrade modular traffic signals	0.0	0	0	Local	0	0	600,000	600,000
	TMP14-132	Various locations	Minor Streets and Alleys Improvements and Dust Control	0.0	0	0	Local	0	0	33,974	33,974
Total for FY 2014								1,706,333	0	6,324,239	8,030,572
2015	TMP06-246	Balboa Dr at Price Fwy	Construct multi-use path bridge over the Price Fwy	0.3	4	4	Local	0	0	2,000,000	2,000,000
	TMP05-227	Bonarden Lane Railroad Crossing	Construct multi-use path railroad crossing	0.3	4	4	Local	0	0	500,000	500,000
	TMP15-138	Broadway Road: Mill Avenue to Evergreen Road	Asphalt Mill and Overlay	2.5	6	6	Local	0	0	2,150,000	2,150,000
	TMP15-141	Citywide	Neighborhood Transportation Management - Traffic Calming Project	0.0	0	0	Local	0	0	200,000	200,000

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2015	TMP15-142	Citywide	Arterial Street Reconstruction and Improvements	0.0	0	0	Local	0	0	668,125	668,125
	TMP15-143	Citywide	Street Microsurfacing	0.0	0	0	Local	0	0	367,150	367,150
	TMP15-144	Citywide	Installation of Pedestrian ITS Devices	0.0	0	0	Local	0	0	25,000	25,000
	TMP06-250	Creamery Railroad: Rural Rd to McClintock Dr	Construct multi-use path	0.8	4	4	Local	0	0	1,200,000	1,200,000
	TMP15-139	Various Locations	Asphalt Mill and Overlay	0.0	0	0	Local	0	0	1,438,710	1,438,710
	TMP15-145	Various locations	Install new/upgrade modular traffic signals	0.0	0	0	Local	0	0	600,000	600,000
	TMP15-140	Various locations	Minor Streets and Alleys Improvements and Dust Control	0.0	0	0	Local	0	0	33,974	33,974
Total for FY 2015								0	0	9,182,959	9,182,959
Total for Tempe								7,859,704	0	41,013,135	48,872,839

Year	ID	Location	Work	Miles	Lanes Before	Lanes After	Funding	Federal	Regional	Local	Total
2012	YTN12-101	Grand Avenue and 111th Avenue to Olive Avenue and Auga Fria Parkway (Approximately 117th Avenue).	Design multiuse path	5.0	0	0	Local	0	0	223,000	223,000
Total for FY 2012								0	0	223,000	223,000
2013	YTN13-101	Grand Avenue and 111th Avenue to Olive Avenue and Auga Fria Parkway (Approximately 117th Avenue).	Right-of-way acquisition for multiuse path	5.0	2	2	Local	0	0	60,000	60,000
Total for FY 2013								0	0	60,000	60,000
2014	YTN14-101	Outside limits are Grand Avenue and 111th Avenue to Olive Avenue and Auga Fria Parkway (Approximately 117th Avenue).	Construct multiuse path	5.0	0	5	CMAQ	292,800	0	17,700	310,500
Total for FY 2014								292,800	0	17,700	310,500
Total for Youngtown								292,800	0	300,700	593,500

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TRANSIT PROJECT LISTINGS

The following pages contain a listing of all of the Transit projects submitted by member agencies for inclusion in the FY 2011-2015 MAG TIP. They are sorted by Agency, then by fiscal year and then alphabetically. This section contains the expected investment in Light Rail projects.

Similar to the Highway listing, many changes to the scopes, schedules and budgets often occur during development of the program. As a result, if and/or when changes to this program happen, the requisite notification will occur and will be published in the form of TIP Amendments and/or Administrative Adjustments and these will be displayed on the MAG website.

Any changes to projects that have air quality impacts will not be made to this copy of the TIP, but will be addressed as required for by Arizona Statutes in the form of a Regional Emissions Analysis and consequent TIP Amendment, as appropriate.

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Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	AVN11-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN UZA	1,097,018	0	1,097,018	2,194,036
Total for FY 2011						1,097,018	0	1,097,018	2,194,036
2012	AVN12-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN UZA	1,146,384	0	1,146,384	2,292,768
Total for FY 2012						1,146,384	0	1,146,384	2,292,768
2013	AVN13-905	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	11.12.04	5307	149,058	37,264	0	186,322
	AVN13-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN UZA	1,197,971	0	1,197,971	2,395,942
Total for FY 2013						1,347,029	37,264	1,197,971	2,582,264
2014	AVN14-101T	Regionwide	Operating:Operating Assistance	30.09.01	5307-AVN UZA	1,251,879	0	1,251,879	2,503,758
Total for FY 2014						1,251,879	0	1,251,879	2,503,758
Total for Avondale						4,842,310	37,264	4,693,252	9,572,826

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	BKY10-805T	I-10/Jack Rabbit Trail	Construct regional park-and-ride (I-10/Miller Rd)	11.33.04	PTF	0	2,898,201	0	2,898,201
Total for FY 2011						0	2,898,201	0	2,898,201
Total for Buckeye						0	2,898,201	0	2,898,201

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	GLN12-812TB	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.04	5309-FGM	1,322,436	330,609	0	1,653,045
	GLN11-809TB	Bell/L101	Acquire right of way regional park-and-ride (Bell/L101)	11.32.04	5309-FGM	778,505	379,294	0	1,157,799
	GLN12-812TA	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.04	5307	174,425	43,606	0	218,031
	GLN10-001T	Regionwide	Purchase bus: < 30 foot - 1 expand (dial-a-ride)	11.13.04	5307	70,250	17,563	0	87,813
	GLN10-805T	Regionwide	Purchase bus: < 30 foot - 2 replace (dial-a-ride)	11.12.04	5307	140,501	35,125	0	175,626
	GLN10-806T	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	11.12.04	5307	70,250	17,563	0	87,813
	GLN11-702T	Regionwide	Preventive Maintenance	11.7A.00	5307	122,508	0	30,627	153,135
Total for FY 2011						2,678,875	823,760	30,627	3,533,262
2012	GLN12-812TC	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.01	5309-fgm	5,064,421	1,266,105	0	6,330,526
	GLN11-701T	Regionwide	Purchase bus: < 30 foot - 6 replace (dial-a-ride)	11.12.04	5307	434,146	108,536	0	542,682
	GLN11-001T	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	11.12.04	5307	144,715	36,197	0	180,912
	GLN12-813T	Regionwide	Preventive Maintenance	11.7A.00	5307	124,960	0	31,240	156,200
Total for FY 2012						5,768,242	1,410,838	31,240	7,210,320
2013	GLN13-199T	Bell/L101	Construct regional park-and-ride (Bell/L101)	11.33.01	PTF	0	249,501	9,994,849	10,244,350
	GLN12-814T	Regionwide	Purchase bus: < 30 foot - 5 replace (dial-a-ride)	11.12.04	5307	372,544	93,136	0	465,680
	GLN12-815T	Regionwide	Purchase bus: < 30 foot - 1 replace (GUS)	11.12.04	5307	74,509	18,627	0	93,136
	GLN13-901T	Regionwide	Preventive Maintenance	11.12.40	5307	127,460	0	31,865	159,325
Total for FY 2013						574,513	361,264	10,026,714	10,962,491
2014	GLN13-902T	Regionwide	Purchase bus: < 30 foot - 2 replace (GUS)	11.12.04	5307	153,530	38,382	0	191,912

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2014	GLN13-903T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	11.12.04	5307	230,294	57,574	0	287,868
	GLN14-101T	Regionwide	Preventive Maintenance	11.7A.00	5307	130,008	0	32,502	162,510
	GLN14-102T	Regionwide	Purchase bus: < 30 foot - 1 expand (dial-a-ride)	11.13.04	5307	76,765	19,191	0	95,956
Total for FY 2014						590,597	115,147	32,502	738,246
2015	GLN15-102T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	None	5307	237,202	59,300	0	296,502
	GLN15-101T	Regionwide	Preventive Maintenance	None	5307	132,607	0	33,152	165,759
Total for FY 2015						369,809	59,300	33,152	462,261
Total for Glendale						9,982,036	2,770,309	10,154,235	22,906,580

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	MAG11-101T	Regionwide	Preventive Maintenance	None	5307	13,800,622	0	3,450,156	17,250,778
Total for FY 2011						13,800,622	0	3,450,156	17,250,778
2013	MAG13-101T	Regionwide	Preventive Maintenance	None	5307	12,352,300	0	3,088,075	15,440,375
Total for FY 2013						12,352,300	0	3,088,075	15,440,375
2015	MAG15-101T	Regionwide	Preventive Maintenance	None	5307	10,500,000	0	2,652,000	13,152,000
	MAG15-112	Regionwide	MAG Light Rail Transit Program	None	CMAQ-Flex	17,865,000	0	1,079,857	18,944,857
Total for FY 2015						28,365,000	0	3,731,857	32,096,857
Total for MAG						54,517,922	0	10,270,088	64,788,010

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2013	MES08-803T	Main St/Mesa Dr	Pre-design regional transit center (6-bay) Main St/Mesa Dr	11.31.01	5309-FGM	62,630	15,658	0	78,288
Total for FY 2013						62,630	15,658	0	78,288
2014	MES09-805T	Main St/Mesa Dr	Design regional transit center (6-bay) Main St/Mesa Dr	11.31.01	5309-FGM	161,273	40,318	0	201,591
	MES09-804T	Main St/Mesa Dr	Acquire right of way regional transit center (6-bay) Main St/Mesa Dr	11.32.01	5309-FGM	999,890	249,972	0	1,249,862
Total for FY 2014						1,161,163	290,290	0	1,451,453
2015	MES10-808T	Main St/Mesa Dr	Construct regional transit center (6-bay) (Main ST/Mesa Dr)	11.33.01	5309-FGM	1,793,995	448,499	0	2,242,494
Total for FY 2015						1,793,995	448,499	0	2,242,494
Total for Mesa						3,017,788	754,447	0	3,772,235

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	PEO11-702T	Regionwide	Preventive Maintenance	11.7A.00	5307	41,336	0	10,334	51,670
Total for FY 2011						41,336	0	10,334	51,670
2012	PEO12-807T	Regionwide	Preventive Maintenance	11.7A.00	5307	42,164	0	10,541	52,705
Total for FY 2012						42,164	0	10,541	52,705
2013	PEO13-902T	Peoria	Pre-design regional transit center (4-bay) Peoria	11.31.02	5309-FGM	40,132	10,033	0	50,165
	PEO13-102T	Peoria	Land regional transit center (4-bay) Peoria	11.32.02	5309-FGM	626,301	156,575	0	782,876
	PEO13-101T	Peoria	Design regional transit center (4-bay) Peoria	11.31.02	5309-FGM	125,260	31,315	0	156,575
	PEO13-901T	Regionwide	Preventive Maintenance	11.7A.00	5307	43,008	0	10,752	53,760
Total for FY 2013						834,701	197,923	10,752	1,043,376
2014	PEO14-101T	Peoria	Construct regional transit center (4-bay) Peoria	None	5309-FGM	1,247,604	311,901	0	1,559,505
	PEO14-101T	Regionwide	Preventive Maintenance	11.7A.00	5307	43,868	0	10,967	54,835
	PEO11-805T	Regionwide	Purchase bus: < 30 foot - 6 replace (dial-a-ride)	11.12.04	5307	460,586	115,147	0	575,733
Total for FY 2014						1,752,058	427,048	10,967	2,190,073
2015	PEO10-802T	Grand/Peoria	Pre-design regional park-and-ride (Grand/Peoria)	11.31.04	5309-FGM	103,653	25,913	0	129,566
	PEO15-102T	Regionwide	Purchase bus: < 30 foot - 3 replace (dial-a-ride)	None	5307	237,202	59,300	0	296,502
	PEO15-101T	Regionwide	Preventive Maintenance	None	5307	4,474	0	1,119	5,593
Total for FY 2015						345,329	85,213	1,119	431,661
Total for Peoria						3,015,588	710,184	43,713	3,769,485

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	PHX11-104T	79th Avenue/Thomas Road	Land regional park-and-ride (Desert Sky)	11.32.04	5309-FGM	2,243,325	560,831	0	2,804,156
	PHX11-103T	79th Avenue/Thomas Road	Design regional park-and-ride (Desert Sky)	11.31.04	5309-FGM	259,754	64,938	0	324,692
	PHX11-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	530,371	0	132,593	662,964
	PHX11-708T	Regionwide	Purchase bus: standard 40 foot - 29 replace	11.12.01	5307	12,597,805	2,580,273	0	15,178,078
	PHX11-706T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,463,344	0	1,365,836	6,829,180
	PHX11-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
	PHX11-802T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design and Engineering for Stage 1	None	Local	0	0	32,640,000	32,640,000
	PHX11-801T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	None	Local	0	0	130,540,000	130,540,000
	PHX11-803T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Train System Running Surfaces and Assembly of Train Vehicles	None	Local	0	0	54,390,000	54,390,000
Total for FY 2011						21,134,599	3,206,042	219,078,429	243,419,070
2012	PHX11-105T	79th Avenue/Thomas Road	Construct regional park-and-ride (Desert Sky)	11.33.04	5307	9,850,558	2,462,639	0	12,313,197
	PHX12-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	554,238	0	138,560	692,798
	PHX12-825T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,572,612	0	1,393,153	6,965,765
	PHX11-707T	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	11.12.04	5307	2,170,728	542,682	0	2,713,410
	PHX12-833T	Regionwide	Purchase bus: standard 40 foot - 40 replace	11.12.01	5307	17,897,556	3,665,764	0	21,563,320
	PHX12-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
	PHX12-802T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Design and Engineering for Stage 1	None	Local	0	0	21,160,000	21,160,000
	PHX12-801T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Stage 1	None	Local	0	0	84,650,000	84,650,000

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2012	PHX12-803T	Sky Train - Stage 1: 44th Street and Washington Light Rail Stop to Sky Harbor Terminal 4	Construction of Train System Running Surfaces, Assembly of Train Vehicles, and Final Testing	None	Local	0	0	35,270,000	35,270,000
Total for FY 2012						36,085,692	6,671,085	142,621,713	185,378,490
2013	PHX13-105T	Central Avenue	Purchase bus: standard - 3 expand (Central Ave Express)	11.13.01	5307	1,390,179	1,674,915	0	3,065,094
	PHX13-104T	Central Avenue	Purchase bus: articulated - 3 expand (Central Ave Express)	11.13.06	5307	1,927,965	394,884	0	2,322,849
	PHX13-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	579,179	0	144,795	723,974
	PHX13-909T	Laveen/59th Avenue	Pre-design regional park-and-ride (Laveen/59th Avenue)	11.31.04	5309-FGM	122,129	22,242	0	144,371
	PHX13-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
	PHX13-903T	Regionwide	Purchase bus: standard 40 foot - 40 replace	11.12.01	5307	18,434,499	3,775,741	0	22,210,240
	PHX13-902T	Regionwide	Purchase bus: < 30 foot - 35 replace (dial-a-ride)	11.12.04	5307	2,608,508	652,127	0	3,260,635
	PHX13-901T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,684,064	0	1,421,016	7,105,080
	PHX13-103T	Regionwide	Purchase bus: standard - 6 expand (McDowell, McKellips)	11.13.01	5307	2,780,359	569,471	0	3,349,830
Total for FY 2013						33,566,882	7,089,380	1,575,811	42,232,073
2014	PHX14-101T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	605,242	0	151,310	756,552
	PHX14-107T	Laveen/59th Avenue	Design regional park-and-ride (Laveen/59th Avenue)	11.31.04	5309-FGM	283,839	70,960	0	354,799
	PHX14-108T	Laveen/59th Avenue	Land regional park-and-ride (Laveen/59th Avenue)	11.32.04	5309-FGM	1,612,725	403,181	0	2,015,906
	PHX14-106T	Regionwide	Purchase bus: Articulated - 20 replace	11.12.01	5307	13,635,854	2,792,886	0	16,428,740
	PHX14-103T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,797,744	0	1,449,436	7,247,180
	PHX14-105T	Regionwide	Purchase bus: standard 40 foot - 20 replace	11.12.01	5307	9,493,796	1,944,504	0	11,438,300
	PHX14-102T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2014	PHX14-104T	Regionwide	Purchase bus: < 30 foot - 35 replace (dial-a-ride)	11.12.04	5307	2,686,768	671,692	0	3,358,460
Total for FY 2014						34,155,968	5,883,223	1,610,746	41,649,937
2015	PHX15-101T	59th Ave/Laveen	Construct regional park-and-ride (59th Ave/Laveen)	None	5309-FGM	2,951,760	737,940	0	3,689,700
	PHX15-102T	Citywide	Install bus stop improvements (1% enhancement)	11.92.02	5307	632,478	0	158,119	790,597
	PHX15-106T	Regionwide	Purchase bus: RAPID 45 foot - 30 replace	None	5307	21,067,392	4,315,008	0	25,382,400
	PHX15-103T	Regionwide	Support Services for Grant Management	11.72.03	5307	40,000	0	10,000	50,000
	PHX15-104T	Regionwide	Preventive Maintenance	None	5307	5,913,701	0	1,478,425	7,392,126
	PHX15-105T	Regionwide	Purchase bus: < 30 foot - 30 replace (dial-a-ride)	None	5307	2,372,016	593,004	0	2,965,020
Total for FY 2015						32,977,347	5,645,952	1,646,544	40,269,843
Total for Phoenix						157,920,488	28,495,682	366,533,243	552,949,413

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2013	SCT13-901T	Regionwide	Purchase bus: standard 40 foot - 7 replace	11.12.01	5307	3,226,037	660,765	0	3,886,802
Total for FY 2013						3,226,037	660,765	0	3,886,802
Total for Scottsdale						3,226,037	660,765	0	3,886,802

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	SUR11-701T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,476	0	1,369	6,845
Total for FY 2011						5,476	0	1,369	6,845
2012	SUR12-803T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	11.12.04	5307	144,715	36,197	0	180,912
	SUR12-802T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,584	0	1,396	6,980
Total for FY 2012						150,299	36,197	1,396	187,892
2013	SUR13-901T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,700	0	1,425	7,125
Total for FY 2013						5,700	0	1,425	7,125
2014	SUR14-101T	Regionwide	Preventive Maintenance	11.7A.00	5307	5,812	0	1,453	7,265
	SUR13-902T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	11.12.04	5307	153,530	38,382	0	191,912
Total for FY 2014						159,342	38,382	1,453	199,177
2015	SUR15-102T	Regionwide	Purchase bus: < 30 foot - 2 Replace (dial-a-ride)	None	5307	158,134	39,534	0	197,668
	SUR15-101T	Regionwide	Preventive Maintenance	None	5307	5,928	0	1,482	7,410
Total for FY 2015						164,062	39,534	1,482	205,078
Total for Surprise						484,879	114,113	7,125	606,117

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	TMP11-701T	Regionwide	Preventive Maintenance	11.7A.00	5307	183,101	0	45,775	228,876
Total for FY 2011						183,101	0	45,775	228,876
2012	TMP12-807T	Regionwide	Preventive Maintenance	11.7A.00	5307	186,763	0	46,691	233,454
Total for FY 2012						186,763	0	46,691	233,454
2013	TMP13-901T	Regionwide	Preventive Maintenance	11.7A.00	5307	190,498	0	47,625	238,123
Total for FY 2013						190,498	0	47,625	238,123
2014	TMP999-	Regionwide	Preventive Maintenance	11.7A.00	5307	194,308	0	48,577	242,885
Total for FY 2014						194,308	0	48,577	242,885
2015	TMP15-102T	Regionwide	Purchase bus: commuter 45 foot - 8 replace	None	5307	5,617,971	1,150,669	0	6,768,640
	TMP15-101T	Regionwide	Preventive Maintenance	None	5307	198,194	0	49,549	247,743
Total for FY 2015						5,816,166	1,150,669	49,549	7,016,383
Total for Tempe						6,570,836	1,150,669	238,217	7,959,721

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	VMT11-714T	Regionwide	Purchase vanpools: 31 replace	11.12.15	STP-Flex	1,046,994	0	0	1,046,994
	VMT11-811T	Regionwide	Purchase bus: < 30 foot - 2 expand (rural)	11.13.04	5307	312,000	78,000	0	390,000
	VMT11-709T	Regionwide	Preventive Maintenance	11.7A.00	5307	731,118	0	182,779	913,897
	VMT11-705T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	210,751	52,688	0	263,439
	VMT11-704T	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	11.12.04	5307	843,005	210,751	0	1,053,756
	VMT11-103T	Regionwide	Purchase vanpools: 14 replace	11.12.15	5307	378,269	94,567	0	472,836
	VMT11-102T	Regionwide	Purchase bus: standard 40 foot - 8 replace (Tempe)	11.12.01	5307	3,374,036	691,068	0	4,065,104
	VMT11-101T	Regionwide	Purchase bus: standard 40 foot - 24 replace (Scottsdale)	11.12.01	5307	10,122,109	2,073,203	0	12,195,312
	VMT10-664T	Regionwide	Purchase bus: standard 40 foot - 7 replace	11.12.01	5307	2,952,282	604,684	0	3,556,966
	VMT11-104T	Regionwide	Purchase bus: articulated - 2 expand (Grand Avenue LTD)	11.13.01	5307	873,585	178,927	0	1,052,512
Total for FY 2011						20,844,149	3,983,888	182,779	25,010,816
2012	VMT12-813T	Regionwide	Preventive Maintenance	11.7A.00	5307	745,740	0	186,435	932,175
	VMT12-820TA	Regionwide	Purchase vanpools: 31 replace	11.12.15	STP-Flex	1,078,397	0	0	1,078,397
	VMT12-101T	Regionwide	Purchase bus: standard 40 foot - 39 replace (Tempe)	11.12.01	5307	16,941,875	3,470,023	0	20,411,898
	VMT12-816T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	11.12.04	5307	940,649	235,162	0	1,175,811
	VMT12-817T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	217,073	54,268	0	271,341
Total for FY 2012						19,923,734	3,759,453	186,435	23,869,622
2013	VMT13-103T	Regionwide	Fleet maintenance software	11.42.08	Local	0	0	800,000	800,000
	VMT13-902T	Regionwide	Preventive Maintenance	11.7A.00	5307	760,655	0	190,164	950,819
	VMT12-820TB	Regionwide	Purchase vanpools: 14 replace	11.12.15	5307	389,614	97,404	0	487,018

Agency: Valley Metro

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2013	VMT12-821T	Regionwide	Purchase bus: articulated - 3 expand (Scottsdale/Rural BRT)	11.13.06	5309-FGM	2,739,000	561,000	0	3,300,000
	VMT13-101T	Regionwide	Purchase vanpools: 13 replace	11.12.15	5307	372,642	93,161	0	465,803
	VMT10-663T	Regionwide	Purchase bus: standard - 2 expand (Baseline)	11.13.01	5307	926,786	189,824	0	1,116,610
	VMT13-903T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	223,586	55,897	0	279,483
	VMT13-904T	Regionwide	Purchase bus: < 30 foot - 13 replace (dial-a-ride)	11.12.04	5307	968,874	242,219	0	1,211,093
	VMT13-905T	Regionwide	Purchase vanpools: 32 replace	11.12.15	STP-Flex	1,146,592	0	0	1,146,592
	VMT13-906TNEW	Regionwide	Purchase bus: standard - 8 replace	11.12.01	5307	3,573,152	893,288	0	4,466,440
	VMT13-907T	Regionwide	Purchase vanpools: 25 expand	11.13.15	5307	716,620	179,155	0	895,775
	VMT13-102T	Regionwide	Design/construct regional dial-a-ride call center	11.43.01	Local	0	0	1,700,000	1,700,000
Total for FY 2013						11,817,521	2,311,948	2,690,164	16,819,633
2014	VMT14-104T	Regionwide	Purchase bus: standard 40 foot - 4 replace (Tempe)	11.12.01	5307	1,843,450	377,574	0	2,221,024
	VMT14-107T	Regionwide	Purchase vanpools: 32 replace	11.12.15	STP-Flex	1,191,799	0	0	1,191,799
	VMT14-106T	Regionwide	Purchase vanpools: 25 expand	11.13.15	5307	760,160	190,040	0	950,200
	VMT11-812T	Regionwide	Purchase bus: standard - 8 expand (University)	11.13.01	5307	3,818,359	782,073	0	4,600,432
	VMT14-103T	Regionwide	Purchase bus: < 30 foot - 14 replace (dial-a-ride)	11.12.04	5307	1,074,707	268,677	0	1,343,384
	VMT14-102T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT)	11.12.04	5307	230,294	57,574	0	287,868
	VMT14-101T	Regionwide	Preventive Maintenance	11.7A.00	5307	775,868	0	193,967	969,835
	VMT14-105T	Regionwide	Purchase bus: standard - 3 expand (Scottsdale/Rural BRT)	11.13.01	5307	1,556,384	318,778	0	1,875,162
	VMT13-913T	Scottsdale Road/Rural Road corridor	Bus Rapid Transit right of way improvements (phase I) Scottsdale Rd./Rural Rd. BRT	11.32.02	5307	17,407,754	4,351,939	0	21,759,693
Total for FY 2014						28,658,775	6,346,655	193,967	35,199,397

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2015	VMT15-101T	Regionwide	Purchase vanpools: 13 replace	11.12.15	5307	383,822	95,956	0	479,778
	VMT15-102T	Regionwide	Preventive Maintenance	None	5307	791,386	0	197,846	989,232
	VMT15-103T	Regionwide	Purchase bus: < 30 foot - 12 replace (dial-a-ride)	None	5307	948,806	237,202	0	1,186,008
	VMT15-104T	Regionwide	Purchase bus: < 30 foot - 3 replace (SCAT dial-a-ride)	None	5307	237,202	59,300	0	296,502
	VMT15-105T	Regionwide	Purchase bus: < 30 foot - 3 replace (rural)	None	5307	237,202	59,300	0	296,502
	VMT15-106T	Regionwide	Purchase vanpools: 45 replace	None	5307	1,368,468	342,117	0	1,710,585
	VMT15-107T	Regionwide	Purchase vanpools: 25 expand	None	5307	760,260	190,065	0	950,325
	VMT15-108T	Scottsdale/Rural	Scottsdale Rural Road BRT (Phase II)	None	5307	11,206,242	11,206,242	0	22,412,484
Total for FY 2015						15,933,387	12,190,183	197,846	28,321,416
Total for Valley Metro						97,177,566	28,592,127	3,451,191	129,220,884

Agency: Valley Metro Rail

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2011	VMR11-102T	I-10 WEST Phoenix	Construct Phoenix West Transit Ramp	13.23.01	CMAQ	12,500,000	3,125,000	0	15,625,000
	VMR11-705T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construct Transitway	13.23.01	PTF	0	884,800	0	884,800
	VMR11-828TR1	Main Street Corridor	Fixed guideway corridor - Central Mesa - Right of Way Acquisition	13.75.91	CMAQ-Flex	2,080,000	520,000	0	2,600,000
	VMR11-828TR2	Main Street Corridor	Fixed guideway corridor - Central Mesa - Right of Way Acquisition	13.75.91	5309	500,000	500,000	0	1,000,000
	VMR11-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	13.23.01	CMAQ-Flex	800,000	200,000	0	1,000,000
	VMR10-703TR1	Main Street Corridor	Fixed guideway corridor - Central Mesa - Preliminary Engineering/FEIS	13.71.01	CMAQ-Flex	4,000,000	1,000,000	0	5,000,000
	VMR11-706T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Final Design	13.71.02	CMAQ-Flex	4,120,000	1,030,000	0	5,150,000
	VMR11-829T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Finance Cost	13.7H.00	Local	0	0	20,095,000	20,095,000
	VMR11-830T	Regionwide	Fixed guideway corridor - Repayment of funds advanced in prior years	N/A	PTF	0	31,532,100	-31,532,100	0
	VMR11-833T	Tempe	Fixed guideway corridor - Tempe South - Preliminary Engineering/FEIS	13.71.01	CMAQ-Flex	5,000,000	1,250,000	0	6,250,000
	VMR11-708T	Tempe	Fixed guideway corridor - Tempe South - Final Design	13.71.02	CMAQ-Flex	700,462	310,228	0	1,010,690
Total for FY 2011						29,700,462	40,352,128	-11,437,100	58,615,490
2012	VMR12-104T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	CMAQ-Flex	3,617,000	904,250	0	4,521,250
	VMR12-838T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	5309	7,000,000	3,725,854	0	10,725,854
	VMR12-103T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	19th Avenue Roadway Improvements	13.23.01	Local	0	0	21,700,000	21,700,000
	VMR12-102T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	7,500,000	0	7,500,000
	VMR12-842T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Right of Way Acquisition	13.75.91	5309	2,250,000	2,250,000	0	4,500,000
	VMR12-917T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	2,568,820	0	2,568,820
	VMR12-912T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Repayment of funds advanced in prior years	None	5309	2,592,777	-2,592,777	0	0
	VMR12-840TR1	Main Street Corridor	Fixed guideway corridor - Central Mesa - Final Design	13.71.02	CMAQ-Flex	5,280,000	1,320,000	0	6,600,000

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2012	VMR12-841T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct transitway	13.23.01	5309	4,400,000	4,400,000	0	8,800,000
	VMR12-918T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Utility Relocation (Prior Rights)	13.75.95	5309	1,557,223	1,557,223	0	3,114,446
	VMR12-919T	Regionwide	Fixed guideway corridor - CPEV LRT - Project Finance Cost	13.7H.00	Local	0	0	2,856,000	2,856,000
	VMR12-101T	Regionwide	Fixed guideway corridor - Repayment of funds advanced in prior years	N/A	PTF	0	6,218,189	-6,218,189	0
	VMR12-847T	Tempe	Fixed guideway corridor - Tempe South - Final Design	13.71.02	CMAQ-Flex	5,600,000	1,400,000	0	7,000,000
	VMR12-914T	Tempe	Fixed guideway corridor - Tempe South - Right-of-Way Acquisition	13.75.91	5309	5,000,000	1,000,000	0	6,000,000
	VMR12-915T	Tempe	Fixed guideway corridor - Tempe South - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	3,400,000	0	3,400,000
	VMR12-916T	Tempe	Fixed guideway corridor - Tempe South - Utility Relocation (Prior Rights)	13.75.95	CMAQ-Flex	1,950,000	487,500	0	2,437,500
Total for FY 2012						39,247,000	34,139,059	18,337,811	91,723,870
2013	VMR13-930T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	5309	10,000,000	9,490,499	0	19,490,499
	VMR13-103T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	19th Avenue Roadway Improvements	13.23.01	Local	0	0	21,000,000	21,000,000
	VMR13-102T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	7,500,000	0	7,500,000
	VMR13-940T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	4,204,625	0	4,204,625
	VMR13-939T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Right-of-Way Acquisition	13.75.91	CMAQ-Flex	720,000	180,000	0	900,000
	VMR13-936T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	20,000,000	8,175,000	0	28,175,000
	VMR13-941T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Utility Relocation (Prior Rights)	13.75.95	CMAQ-Flex	3,360,000	840,000	0	4,200,000
	VMR13-925T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	3,220,000	805,000	0	4,025,000
	VMR13-101T	Regionwide	Fixed guideway corridor - Repayment of funds advanced in prior years	N/A	PTF	0	10,000,000	-10,000,000	0
	VMR13-933T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	8,500,000	4,600,000	0	13,100,000
	VMR13-104T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	360,000	90,000	0	450,000

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2013	VMR13-934T	Tempe	Fixed guideway corridor - Tempe South - Right-of-Way Acquisition	13.75.91	CMAQ-Flex	6,640,000	1,660,000	0	8,300,000
	VMR13-935T	Tempe	Fixed guideway corridor - Tempe South - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	4,700,000	0	4,700,000
	VMR13-937T	Tempe	Fixed guideway corridor - Tempe South - Utility Relocation (Prior Rights)	13.75.95	CMAQ-Flex	2,400,000	600,000	0	3,000,000
Total for FY 2013						55,200,000	52,845,124	11,000,000	119,045,124
2014	VMR14-104T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	CMAQ-Flex	5,000,000	1,250,000	0	6,250,000
	VMR14-105T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Preliminary Engineering/FEIS	13.71.01	5309	6,875,000	6,875,000	0	13,750,000
	VMR14-106T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	13.71.02	5309	3,125,000	9,875,000	0	13,000,000
	VMR14-103T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Design & Environmental	13.71.01	PTF	0	500,000	0	500,000
	VMR14-102T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	17,000,000	24,000,000	0	41,000,000
	VMR14-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	8,200,000	2,050,000	0	10,250,000
	VMR14-107T	Tempe	Fixed guideway corridor - Tempe South - Utility Relocation (Non-Prior Rights)	13.75.95	PTF	0	1,200,000	0	1,200,000
	VMR14-108T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	3,750,000	937,500	0	4,687,500
	VMR14-109T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	6,100,000	0	24,100,000
Total for FY 2014						61,950,000	52,787,500	0	114,737,500
2015	VMR15-107T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Right Of Way Acquisition	13.75.91	5309	6,150,000	6,150,000	0	12,300,000
	VMR15-106T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	13.71.02	5309	3,850,000	13,600,000	0	17,450,000
	VMR15-105T	I-10 WEST Phoenix	Fixed guideway corridor - Phx West - Final Design	13.71.02	CMAQ-Flex	5,000,000	1,250,000	0	6,250,000
	VMR15-103T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Design & Environmental	13.71.01	PTF	0	250,000	0	250,000
	VMR15-104T	I-17 Corridor - Bethany Home Rd to Dunlap Rd	Fixed guideway corridor - Northwest LRT Extension - Construction	13.23.01	5309	13,400,000	3,150,000	0	16,550,000
	VMR15-101T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	CMAQ-Flex	9,200,000	2,300,000	0	11,500,000

Year	ID	Location	Work	ALI	Funding	Federal	Regional	Local	Total
2015	VMR15-102T	Main Street Corridor	Fixed guideway corridor - Central Mesa - Construct Transitway	13.23.01	5309	19,000,000	25,700,000	0	44,700,000
	VMR15-109T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	5309	18,000,000	7,100,000	0	25,100,000
	VMR15-108T	Tempe	Fixed guideway corridor - Tempe South - Construct Transitway	13.23.01	CMAQ-Flex	3,000,000	750,000	0	3,750,000
Total for FY 2015						77,600,000	60,250,000	0	137,850,000
Total for Valley Metro Rail						263,697,462	240,373,811	17,900,711	521,971,985

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2010

SUBJECT:

Approval of the Draft MAG Regional Transportation Plan - 2010 Update for an Air Quality Conformity Analysis

SUMMARY:

The 1990 Federal Clean Air Act Amendments require that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft MAG Regional Transportation Plan - 2010 Update needs to be conducted, prior to consideration of the plan for final approval. Members are being asked to recommend approval of the draft plan to undergo an air quality conformity analysis.

The Draft 2010 RTP Update extends through FY 2031 and includes regional plans for freeways/highways, arterial streets, and public transit, as well as information on plans for other transportation programs in the region. In addition, the plan addresses topics such as revenue estimates, consultation on environmental mitigation and resource conservation, transportation security and safety, and congestion management. An Executive Summary of the Draft 2010 RTP Update is enclosed. A full copy of the Draft 2010 RTP Update may be downloaded from the MAG website at <http://www.mag.maricopa.gov/project.cms?item=411>.

PUBLIC INPUT:

Several public hearings and meetings have been held in conjunction with the preparation of the Draft 2010 RTP Update, as well as the Draft MAG FY 2011-2015 Transportation Improvement Program. A transportation public hearing was held on June 18, 2009, and the public input received was included in the MAG Transportation Public Involvement Report dated June 30, 2009. A transportation public meeting was held on October 13, 2009, and a compilation of the input received was provided at the Transportation Policy Committee meeting on October 21, 2009. A transportation public hearing was held on March 19, 2010, and the results are being reported under a separate item on the April Transportation Policy Committee agenda.

PROS & CONS:

PROS: The RTP is a Federal requirement. Approval of this Update incorporates the latest information and helps continue the region's eligibility for federal funds.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The 2010 Update ensures consistency between the TIP and RTP for purposes of conformity analysis.

POLICY: Review and updating of the RTP facilitates progress monitoring and assists in the decision-making process regarding possible adjustments to project scopes and priorities.

ACTION NEEDED:

Recommend approval of the Draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: On April 14, 2010, the Management Committee recommended approval of the Draft MAG Regional Transportation Plan - 2010 Update for an air quality conformity analysis, with one no vote (*italics*).

MEMBERS ATTENDING

- | | |
|---|---|
| Patrice Kraus for Mark Pentz, Chandler | Darryl Crossman, Litchfield Park |
| Carl Swenson, Peoria, Vice Chair | Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Jim Bacon, Paradise Valley |
| Charlie McClendon, Avondale | David Cavazos, Phoenix |
| Scott Lowe for Stephen Cleveland, Buckeye | # John Kross, Queen Creek |
| * Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa Indian Community |
| Usama Abujbarah, Cave Creek | Dave Richert, Scottsdale |
| Spencer Isom for B.J. Cornwall, El Mirage | Michael Celaya for Mark Corona, Surprise |
| Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation | Jeff Kulaga for Charlie Meyer, Tempe |
| Julie Ghatti for Rick Davis, Fountain Hills | # Chris Hagen for Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Gary Edwards, Wickenburg |
| * David White, Gila River Indian Community | Lloyce Robinson, Youngtown |
| Michelle Gramley for Collin DeWitt, Gilbert | Robert Samour for John Halikowski, ADOT |
| <i>Brent Stoddard for Ed Beasley, Glendale</i> | Kenny Harris for David Smith, Maricopa County |
| Mark Gaillard for John Fischbach, Goodyear | David Boggs, Valley Metro/RPTA |
| Bill Hernandez, Guadalupe | |

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

Transportation Review Committee: On March 29, 2010, the MAG Transportation Review Committee recommended the Draft MAG Regional Transportation Plan 2010 Update to undergo an air quality conformity analysis.

MEMBERS ATTENDING

- | | |
|--|--|
| Peoria: David Moody | Gila River: Sreedevi Samudrala for Doug Torres |
| ADOT: Kwi-Kang Sung for Floyd Roehrich | Gilbert: Michelle Gramley for Tami Ryall |
| * Avondale: David Fitzhugh | Glendale: Terry Johnson |
| Buckeye: Scott Lowe | Goodyear: Cato Esquivel |
| Chandler: RJ Zeder for Patrice Kraus | * Guadalupe: Gino Turrubiarres |
| El Mirage: Lance Calvert | Litchfield Park: Paul Ward for Woody Scoutten |
| Fountain Hills: Randy Harrel | Maricopa County: John Hauskins |
| Gila Bend: Eric Fitzer for Rick Buss | Mesa: Jeff Martin for Scott Butler |

Paradise Valley: Bill Mead
Phoenix: Wylie Bearup for Ed Zuercher
* Queen Creek: Troy White
RPTA: Bryan Jungwirth
Scottsdale: Dave Meinhart
Surprise: Bob Beckley for vacant

Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

* Street Committee: Dan Cook
* ITS Committee: Debbie Albert
* Bicycle/Pedestrian Committee: Peggy
Rubach

* Transportation Safety Committee: Kerry
Wilcoxon

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

+ Attended by Videoconference

CONTACT PERSON:

Roger Herzog, MAG, 602-254-6300.



DRAFT

2010 UPDATE



REGIONAL TRANSPORTATION PLAN Executive Summary



RTP

**MARCH
2010**



DRAFT

REGIONAL TRANSPORTATION PLAN
2010 UPDATE – EXECUTIVE SUMMARY
(Revised 3-29-10)

MARCH 2010

Maricopa Association of Governments
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INTRODUCTION

The Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2031. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety, security and air quality conformity analysis. The RTP is prepared, updated and adopted by the Maricopa Association of Governments, which is the regional planning agency for the Maricopa County area. The RTP is developed through a cooperative effort among government, business and public interest groups, and includes an aggressive community outreach and public involvement program.

The Maricopa Association of Governments (MAG) was formed in 1967 and is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Maricopa County region. MAG has also been designated by the Governor of Arizona to serve as the principal planning agency for the region in a number of other areas, including air quality, water quality and solid waste management. In addition, MAG develops population estimates and projections for the region, and conducts human services planning. MAG members include the region's 25 incorporated cities and towns, Maricopa County, the Gila River Indian Community, the Fort McDowell Indian Community, the Salt River Pima-Maricopa Indian Community, the Citizens Transportation Oversight Committee (CTOC), and the Arizona Department of Transportation. The MAG planning area includes all areas within Maricopa County, Arizona.

The RTP is developed under the direction of the Transportation Policy Committee (TPC). The TPC is a public/private partnership established by MAG and charged with finding solutions to the region's transportation challenges. The Committee consists of 23 members, including a cross-section of MAG member agencies, community business representatives, and representatives from transit, freight, the Citizens Transportation Oversight Committee, and ADOT. The Committee makes its recommendations to the MAG Regional Council, which adopts the final RTP.

The MAG Regional Council is the final decision-making body of MAG. The Regional Council consists of elected officials from each member agency. The Chairman of CTOC and a Maricopa County representative from the State Transportation Board also sit on the Regional Council, but only vote on transportation-related issues. The MAG Regional Council is the ultimate approving body for the MAG RTP and MAG Transportation Improvement Program. Any changes to the MAG RTP, or the funded projects that affect the Transportation Improvement Program, including priorities, must be approved by the MAG Regional Council.

The following report presents a summary of the Regional Transportation Plan - 2010 Update. The reader is referred to the complete plan document for a more detailed discussion of plan elements and the planning process.

REGIONAL TRANSPORTATION PLANNING PROCESS

The RTP is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through FY 2031. The regional transportation planning process followed in developing the RTP is guided by a series of goals, objectives and priority criteria; responds to Federal and State transportation planning requirements; and incorporates broad-based public input, which is received as the result of extensive public and agency involvement.

Goals, Objectives and Priority Criteria

Regional goals and objectives provide the planning process with a basis for identifying options, evaluating alternatives and making decisions on future transportation investments. The MAG Transportation Policy Committee has identified a total of four goals and 15 objectives, which were approved on February 19, 2003. The overall RTP goals are listed below:

- System Preservation and Safety: Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.
- Access and Mobility: Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.
- Sustaining the Environment: Transportation improvements that help sustain our environment and quality of life.
- Accountability and Planning: Transportation decisions that result in effective and efficient use of public resources and strong public support.

In addition, as called for in Arizona Revised Statute 28-6354.B, MAG has developed criteria to establish the priority of corridors, corridor segments, and other transportation projects. As part of the regional transportation planning process, MAG has applied these kinds of criteria for the development and implementation of the RTP.

Federal and State Regulations

The regional transportation planning approach has been designed to respond to Federal and State mandates directed at the metropolitan transportation planning process. This includes complying with the requirements of the Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) and Arizona House Bill 2292.

On August 10, 2005, the President signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). Along with identifying Federal funding for a range of transportation programs and other transportation related regulations, SAFETEA-LU updated requirements for metropolitan transportation planning. In order to reflect SAFETEA-LU in their administrative regulations, the Federal Highway Administration and Federal Transit Administration jointly issued final rulemaking for “23 CFR Part 450” dated February 14,

2007, which, in part, addresses the development of metropolitan transportation plans. The 2010 RTP Update fully complies with the requirements of the final rule.

In the Spring 2003 Session of the Arizona State Legislature, Arizona House Bill 2292 established guidelines for the MAG RTP, such as the impact of growth on transportation systems and the use of a performance-based planning approach. It identified key features required in the final Plan, including a twenty-year planning horizon, allocation of funds between highways and transit, and priorities for expenditures. The RTP fully complies with the requirements of House Bill 2292.

Public Involvement and Agency Consultation

The transportation planning process for the development of the RTP benefits greatly by incorporating broad-based public and agency input, which is received as the result of an extensive public involvement process. During the comprehensive update of the RTP in 2002 and 2003, MAG interacted with thousands of people in an effort to identify public issues and concerns regarding future transportation needs. Since that effort, MAG has pursued a continuing public involvement process to educate the public on the Plan and receive input on the future direction of the transportation planning process.

In response to requirements of SAFETEA-LU, in 2006 MAG adopted a new Public Participation Plan as outlined in section 450.31: *Interested parties, participation, and consultation*. MAG's previous public involvement process was adopted in 1994 and enhanced in 1998, and was pivotal in obtaining ongoing input for the regional transportation planning process. As required under SAFETEA-LU, the purpose of the new MAG Public Participation Plan is to define a process for providing citizens, affected public agencies, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

MAG also recognizes the significance of transportation to all residents of the metropolitan area and the importance of Title VI/Environmental considerations in the transportation planning process. MAG's adopted policy for public involvement identifies opportunities for public input early on in the process, during the planning process, and prior to final hearings. The process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and environmental justice communities.

Consistent with SAFETEA-LU, MAG reached out to Federal, State, Tribal, regional, and local agencies to consult on environmental and resource issues and concerns, as part of the 2010 Update of the RTP. The primary goal of this consultation effort is to make transportation planning decisions and prepare planning products that are sensitive to environmental mitigation and resource conservation considerations. It should also be noted that all MAG member cities and towns, Maricopa County, and ADOT are routinely involved in the RTP and its development. The overall approach to the consultation process has included an agency workshop, individual agency meetings, and participation in the MAG public involvement process.

Costs and Revenue Estimates

Throughout the transportation planning process, it has been recognized that periodic adjustments and updating of the RTP will be needed to respond to changing conditions and new information. In particular, project cost estimates are subject to inflation in the price of materials and construction work, as well as changes in design requirements. In addition, revenue collections in the near-term, as well as the outlook for long-term revenue receipts, are affected by changes in local and national economic conditions.

As an example of the decline in revenues, receipts from the Proposition 400 half-cent sales for FY 2008 were 3.0 percent lower than those for FY 2007, while those for FY 2009 were 13.6 percent lower than FY 2008, and 16.4 percent lower than those in FY 2007. The decline between FY 2007 and FY 2008 was the first year-over-year revenue decline in the history of the half-cent sales tax since its inception in 1985. In addition, the twenty-year forecasts of future half-cent revenues are in the range of \$3.0 billion, or 22.5 percent, lower than the previous forecast.

In contrast to the decline in revenues, construction costs have faced marked increases. For the five-year period between 2003, when the RTP was first adopted, and 2008, the Highway Construction Cost Index experienced a price increase of approximately 52 percent. In addition to the effects of price inflation, the refinement and, in some cases, enhancement of project design features also resulted in cost increases. The economic recession that began in late 2007 has lessened the pressure on construction costs and recent bids have been quite favorable. Cost estimates in the 2010 RTP Update have been adjusted to recognize the mitigating effects of these recent trends. However, the long term outlook regarding construction and right-of-way costs remains highly uncertain, and an attempt was made to avoid over reacting to recent trends. Continued adjustments in cost and revenue estimates may be expected in the future.

During the past several years, the life cycle programming process in each of the key transportation modes -- freeways, arterials and transit -- has had to deal with major project cost increases, as well as significantly reduced forecasts of future revenues. Maintaining a balance between program costs and revenues under these circumstances has been the prime focus of the 2010 Update of the RTP.

Planning Period Phases

The planning period for the RTP, which runs through fiscal year (FY) 2031, generally has been divided into five-year phases, to facilitate the discussion of plan concepts and project priorities. The phases have been adjusted slightly from the original RTP planning effort conducted in 2003, and include the past five-year period from FY 2006 through FY 2010. The plan phases are indicated below, with fiscal years ending on June 30th.

Phase I:	FY 2006 through FY 2010
Phase II:	FY 2011 through FY 2015
Phase III:	FY 2016 through FY 2020
Phase IV:	FY 2021 through FY 2025
Phase V:	FY 2026 through FY 2031

REGIONAL DEVELOPMENT OVERVIEW

The MAG Region is geographically situated in the south-central region of the State of Arizona, and encompasses an area of 9,223 square miles. The MAG Region contains 25 incorporated cities and towns, five Native American Indian Communities and a large area of unincorporated land. The region is located in the Sonoran Desert with elevations generally ranging from 500 to 2,500 feet above sea level. In 2004, Maricopa County contained approximately 60 percent of the population in Arizona, as well as eight of the nine cities in Arizona with populations greater than 100,000 people.

2005 Special Census Survey and 2009 Population Update

In September 2005, the U.S. Census Bureau conducted a Special Survey of Maricopa County on behalf of the Maricopa Association of Governments (MAG). The Survey indicated a September 1, 2005 population for Maricopa County of 3,700,516 people. This represented an increase of 628,367 people, or about 20.5 percent since 2000. The Survey also determined the population for each city or town within Maricopa County. MAG has updated the Survey to provide population estimates that correspond to a mid-2009 timeframe, resulting in a total county estimate of 4,023,331 for July 1, 2009. During the September 1, 2005 and July 1, 2009 time period, many of the fastest-growing cities in Maricopa County showed percentage increases greater than 20 percent. The Town of Buckeye had the highest percentage increase of 107.7 percent, followed by the Town of Queen Creek (56.6%), City of Goodyear (34.0%), the Town of Gilbert (25.7%), and the City of Surprise (24.0%). The City of Phoenix had the largest net increase in population, with the addition of 99,589 residents.

Population Forecasts

For the past several decades, the MAG Region has been one of the fastest growing metropolitan areas in the United States, among those with populations of more than one million people. Maricopa County has grown from a population of 1.5 million persons in 1980, to a population of 3.7 million in 2005. High levels of growth are expected to continue in the future, and by 2030 the population of Maricopa County is projected reach 6.1 million people. This means that the region will experience a growth of nearly a million people during each decade.

Table ES-1 shows the total resident population for Municipal Planning Areas (MPAs) from July 1, 2005, to July 1, 2030. Total resident population includes the resident population in households, and the resident population in group quarters (dorms, nursing homes, prisons and military establishments). Over the 25-year period (2005-2030), seven MPAs are projected to grow by more than 100,000 persons. These areas include Phoenix, Buckeye, Surprise, Goodyear, Gilbert, Peoria, and Chandler. Another five MPAs are projected to experience population growth greater than 50,000 persons, which include Mesa, Avondale, Scottsdale, Glendale, and the Maricopa County portion of Queen Creek.

Currently, there are five MPAs within the MAG Region with populations of over 200,000 persons, which include Phoenix, Mesa, Glendale, Chandler and Scottsdale. By 2010, Gilbert will surpass 200,000 in population, and will be followed by Peoria, Buckeye and Surprise by 2020. By 2030, the largest Municipal Planning Area, Phoenix, will contain 2.2 million persons, followed by Mesa at 585,000, Buckeye at 419,000, and Surprise at 401,000.

TABLE ES-1
TOTAL RESIDENT POPULATION BY MPA
JULY 1, 2005 and DRAFT PROJECTIONS JULY 1, 2010 to JULY 1, 2030

MPA	Total Resident Population 2005	Total Resident Population 2010	Total Resident Population 2020	Total Resident Population 2030
Avondale	70,160	83,856	105,989	123,265
Buckeye	32,735	74,906	218,591	419,146
Carefree	3,654	4,418	5,816	6,097
Cave Creek	4,845	5,781	7,815	9,656
Chandler	236,073	265,107	282,991	283,792
County Areas	80,661	87,434	107,441	159,312
El Mirage	31,935	34,819	38,620	38,717
Fountain Hills	24,347	27,166	33,331	33,810
Fort McDowell	824	839	1,037	1,239
Gila Bend	2,118	2,575	3,950	9,074
Gila River	2,742	2,790	2,941	3,410
Gilbert	178,708	218,009	285,819	300,295
Glendale	257,891	279,807	315,055	322,062
Goodyear	47,520	71,354	174,521	299,397
Guadalupe	5,555	5,790	5,982	5,983
Litchfield Park	6,787	8,587	10,305	10,510
Mesa	486,296	518,944	565,693	584,866
Paradise Valley	14,136	14,790	15,224	15,352
Peoria	141,441	172,793	236,154	306,070
Phoenix	1,510,177	1,695,549	1,990,450	2,201,843
Queen Creek	19,879	34,506	55,529	72,947
Salt River	6,822	7,087	7,308	7,425
Scottsdale	234,515	249,341	269,266	286,020
Surprise	93,356	146,890	268,359	401,458
Tempe	165,740	177,771	191,881	197,970
Tolleson	6,491	7,748	9,646	10,193
Wickenburg	9,606	11,022	13,311	17,732
Youngtown	6,011	6,820	7,275	7,359
TOTAL	3,681,025	4,216,499	5,230,300	6,135,000

Notes:

Total resident population includes resident population in households and resident population in group quarters (dorms, nursing homes, prisons and military establishments)

These projections include the Maricopa County portion of Peoria, Queen Creek and the Gila River Indian Community only.

The City of Apache Junction which became a MAG member in 2002, had a resident population of approximately 40,000 in the Year 2000. MAG has assembled databases and compiled placeholder projections based on their input for portions of Pinal County. Based upon their input, Apache Junctions population is projected to be: 78,000 in 2010; 122,000 in 2020; 142,000 in 2025; 157,000 in 2030.

For complete notation on this series please refer to Caveats for Socioeconomic Projections 2007.

FINANCIAL PLAN

A variety of financial resources are devoted to implementing the RTP. These sources are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. Major sources at the regional level include Federal, State and county-wide revenues dedicated to the MAG region. In addition to regional level sources, the implementation of the RTP is accomplished through local funds and other State revenues.

Regional Revenue Sources

The major regional level funding sources for the (RTP) include: Half-cent Sales Tax, Arizona Department of Transportation (ADOT) Funds, and MAG Area Federal Transportation Funds. Another recent funding source is the 2006 Statewide Transportation Acceleration Needs (STAN) Account.

- Half-Cent Sales Tax: On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized the continuation of the existing half-cent sales tax for transportation in the region (also known as the *Maricopa County Transportation Excise Tax*). This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement projects and programs identified in the MAG RTP. For purposes of the RTP, it was assumed that the tax would be renewed in January 2026.
- Arizona Department of Transportation Funds: ADOT relies on funding from two primary sources: the Arizona Highway User Revenue Fund (HURF) and Federal transportation funds. The MAG region receives annual funding from ADOT in the form of ADOT 15 Percent Funds, which are allocated from the Highway User Revenue Fund (HURF). In addition, a 37 percent share of ADOT Discretionary Funds is targeted to the MAG region.
- MAG Area Federal Transportation Funds: A number of Federal transportation funding sources are available for use in implementing projects in the MAG RTP. These sources include: Federal Transit 5307 and 5309 Funds, Federal Highway Surface Transportation (STP) Funds and Congestion Mitigation and Air Quality (CMAQ) Funds.

Revenue Summary

Regional revenue sources for the MAG RTP between FY 2008 and FY 2028 are summarized in Table ES-2 and ES-3. These projections are expressed in “Year of Expenditure” (YOE) dollars, which reflect the actual number of dollars collected/expended in a given year. Regional revenue sources for the MAG RTP between FY 2011 and FY 2031 include: the Proposition 400 half-cent sales tax extension (\$15.7 billion); ADOT funds (\$7.7 billion); Federal Transit (5307) funds (\$1.4 billion); Federal Transit (5309) funds (\$1.7 billion); Federal Highway Surface Transportation Program (STP) funds (\$1.6 billion); and Federal Highway Congestion Mitigation and Air Quality (CMAQ) funds (\$1.4 billion). The total of all these revenue sources is projected to amount to \$29.5 billion between FY 2011 and FY 2031.

TABLE ES-2
SOURCES AND DISTRIBUTION OF REGIONAL REVENUES: FY 2011-2031
 (Year of Expenditure Dollars in Millions)

Sources	Uses						Total
	Highways/ Freeways	Arterial Streets	Bus Transit	Light Rail Transit	Bicycle/ Ped.	Air Quality	
Proposition 400: Half Cent Sales Tax Extension	8,841.6	1,651.9	2,973.4	2,265.5			15,732.3
ADOT Funds (Includes HURF and Federal Aid)	7,726.3						7,726.3
Federal Transit (5307 Funds)			1,388.7				1,388.7
Federal Transit (5309 Funds)			350.0	1,351.2			1,701.2
Federal Highway (MAG STP)	183.2	1,372.1					1,555.3
Federal Highway (MAG CMAQ)	274.2	192.2	43.0	472.0	244.0	209.6	1,435.0
Total	17,025.3	3,216.2	4,755.1	4,088.7	244.0	209.6	29,538.8

TABLE ES-3
PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2011-2031
 (Percentage of Funding Source Total)

Sources	Uses						Total
	Highways/ Freeways	Arterial Streets	Bus Transit	Light Rail Transit	Bicycle/ Ped.	Air Quality	
Proposition 400: Half Cent Sales Tax Extension (RARF)	56.2%	10.5%	18.9%	14.4%			100.0%
ADOT Funds (Includes HURF and Federal)	100.0%						100.0%
Federal Transit (5307 Funds)			100.0%				100.0%
Federal Transit (5309 Funds)			20.6%	79.4%			100.0%
Federal Highway (MAG STP)	11.8%	88.2%					100.0%
Federal Highway (MAG CMAQ)	19.1%	13.4%	3.0%	32.9%	17.0%	14.6%	100.0%
Total	57.6%	10.9%	16.1%	13.8%	0.8%	0.7%	100.0%

FREEWAYS AND HIGHWAYS

The freeway/highway system in the MAG region represents one of the major elements in the RTP. The RTP calls for new freeway/highway corridors, as well as added travel lanes on existing facilities. In addition, a series of new interchanges with arterial streets on existing freeways, along with direct connections between HOV lanes at freeway-to-freeway interchanges, is included. The RTP also provides regional funding for maintenance on the freeway system, directed at litter pickup and landscaping (including landscape restoration). The need to keep traffic flowing smoothly is addressed through funding identified for freeway management functions.

The freeway/highway system currently serving the MAG region includes routes on the Interstate System, urban freeways and highways, and rural highway mileage. All the facilities in this system are on the State Highway System, which is constructed, maintained and operated by the Arizona Department of Transportation (ADOT). A total of 621 existing centerline miles are included in the freeway/highway network, and an additional 89 miles are planned for future development during the planning period. Of the existing 621 miles, 269 miles are currently urban in character, whereas 352 miles are situated in rural areas of the region.

Planned Freeway/Highway Corridors and Improvements

The Freeway/Highway Element of the RTP includes both new facilities and improvements to the existing system. Operation and maintenance of the system are also addressed. Projects include new freeway corridors, additional lanes on existing facilities, new interchanges at arterial cross streets, High Occupancy Vehicle (HOV) ramps at system interchanges, and maintenance and operations programs. The improvements planned for the system, including both new freeway corridors and improvements to existing freeway and highway facilities, are shown in Figure ES-1. A detailed listing of the specific projects covered by these improvements is provided in Appendix A.

- New Corridors: The new freeway/highway corridors in the RTP include the South Mountain Freeway (202L), the Estrella Freeway (303L), the I-10 Reliever (SR 801), and the Williams Gateway Freeway (SR 802).
- Widen Existing Facilities - General Purpose Lanes and HOV Lanes: In addition to new corridors, the RTP calls for additional general purpose and new High Occupancy Vehicle (HOV) lanes that will be added to the regional freeway/highway system. This includes additional lanes on I-10, I-17, 101L (the Agua Fria, Pima and Price Freeways), 202L (the Red Mountain and Santan Freeways), State Route 51 (Piestewa Freeway), State Route 85, and on US 60 (Grand Avenue and Superstition Freeway).
- New Interchanges and New HOV Ramps on Existing Facilities: In addition to new corridors and additional travel lanes, the RTP call for a series of new interchanges on existing freeways at arterial street crossings, as well as improvements at freeway-to-freeway interchanges to provide direct connections between HOV lanes.

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Fig. ES-1

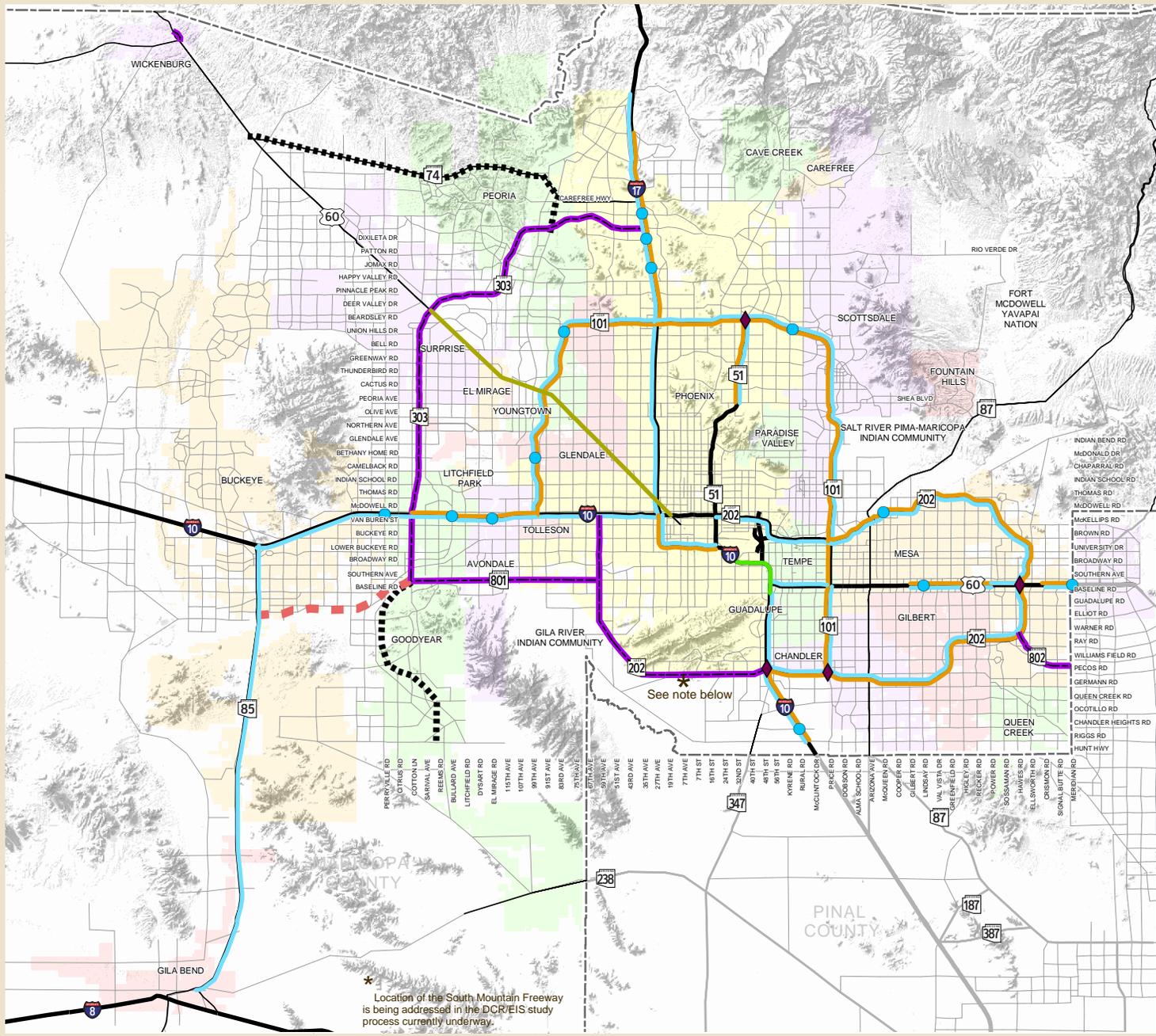
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Planned Freeway/Highway Improvements

- New Traffic Interchange
- New High Occupancy Vehicle Ramp Connection
- Grand Avenue Corridor Improvements
- New High Occupancy Vehicle Lanes
- New General Purpose Lanes
- Corridor Capacity Improvements
- New Freeway/Highway
- Interim Corridor Development
- Right of Way Preservation
- Existing Freeway
- Other Roads
- County Boundary

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.



See note below

* Location of the South Mountain Freeway is being addressed in the DCR/EIS study process currently underway.

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- Systemwide Programs: The RTP also identifies programs that address needs throughout the regional freeway/highway system in the MAG area. These programs include:
 - Noise Mitigation
 - Minor Projects
 - Preliminary Engineering
 - Freeway System Management
 - Litter Pick-up/Landscaping
 - Right-of-Way Protection

- System Operation, Maintenance and Preservation: The RTP includes a block of funding for maintenance of the regional freeway system in the MAG region. These regional resources are dedicated only to litter pick-up, landscaping maintenance and landscaping restoration. Routine maintenance and operation of the regional freeway/highway network in the MAG area are accomplished by ADOT using state-level funding through its maintenance districts. Also, the ADOT Pavement Management Section has the responsibility to provide a cost effective pavement rehabilitation program.

- Proposition 300 - Regional Freeway Program: The Proposition 300 - Regional Freeway Program was initiated in 1985 with voter passage of a half-cent sales tax in Maricopa County for use on the regional freeway system. The program was drawn to a close with the opening of the freeway segment between University Dr. and Power Rd. on the Red Mountain Freeway on July 21, 2008.

Funding and Expenditure Summary

Table ES-4 has been prepared to provide an overview of the funding and expenditures for the freeway/highway element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The revenue sources included in Table ES-4 are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. As indicated, projected future funding is in balance with estimated future program expenditures, indicating that the freeway/highway element can be accomplished using reasonably available funding sources over the planning period.

Funding sources shown in Table ES-4 for the freeway/highway element include the half-cent sales tax (\$8.8 billion); MAG area ADOT funds (\$7.7 billion); Federal Highway Congestion Mitigation/Air Quality funds and Surface Transportation Program funds (\$457 million); ADOT statewide funding (\$1.2 billion); other funding (\$116 million); bond proceeds (\$3.1 billion); and an estimated cash balance of \$302 million at the beginning of FY 2011. Debt service and other expenses totaling \$5.5 billion are deducted from these sources, yielding a net total of \$16.2 billion (YOE \$'s) for use on freeway/highway construction projects. The above revenue sources have been major funding elements for transportation facilities in the MAG region for decades and are considered to be reasonably available to the region throughout the planning period.

Table ES-4 also lists estimated future costs for the freeway/highway element of the RTP, expressed in YOE \$'s. Expected expenditures during the planning period total \$16.0 billion. This includes \$7.9 billion for construction of new corridors; \$5.2 billion for widening of existing facilities; \$206 million for construction of new interchanges on existing freeways; \$1.4 billion for system-wide programs; and \$1.2 billion for operations, maintenance and preservation.

**TABLE ES-4
FREEWAY/HIGHWAY FUNDING PLAN FY 2011 - 2031**

FUNDING (Year of Expenditure \$'s in Millions)		Totals
Regional Funds		
MAG Half-Cent Sales Tax	8,841.6	
MAG Area ADOT Funds	7,726.3	
MAG Federal CMAQ and STP	457.4	
Total Regional Funds		17,025.3
Other Funding		
ADOT Statewide Funding	1,230.2	
Other Income	115.6	
Total Other Funding		1,345.8
Bond Proceeds		3,070.0
Beginning Balance		301.9
Allowance for Debt Service and Other Expenses		(5,512.0)
Total Funding (2007 \$'s)		16,231.0
EXPENDITURES (Year of Expenditure \$'s in Millions)		Totals
New Facilities and Improvements		
New Corridors	7,922.8	
Widening of Existing Facilities: General Purpose and HOV Lanes	5,200.2	
New Interchanges and New HOV Ramps on Existing Facilities	206.3	
Systemwide Programs: Noise Mitigation, Minor Projects, Litter/Landscaping, FMS, Preliminary Engr., Right-of-Way Mgmt.	1,432.1	
Other Projects	8.3	
Total New Facilities and Improvements		14,769.8
System Operation, Maintenance and Preservation		1,230.2
Total Expenditures (2007 \$'s)		16,000.0

ARTERIAL STREETS

The arterial street grid system is a vital component of the regional transportation system in the MAG area, and is also a key element of the RTP. The RTP provides regional funding for widening existing streets, improving intersections, and constructing new arterial segments. The continued implementation of Intelligent Transportation Systems (ITS) and dust control measures, for air quality purposes, are also funded.

Planned Arterial Facilities and Improvements

The planned arterial street system is addressed in three ways within the RTP. First, the RTP identifies a long-range regional arterial grid system that provides for access to existing and newly developing areas in the region. Second, a specific package of improvements to the arterial network has been identified in the RTP and is funded with regional revenues. Third, dust control measures, which focus on street sweeping and the paving of unpaved roads, are included. In addition, MAG member agencies seek to maintain and operate the arterial street system in a way that preserves past investments and obtains the maximum capacity from existing facilities.

The RTP identifies regional funding for improving the arterial grid system. This package of regionally funded projects provides for the construction of new arterial linkages, widening of existing streets, and improvement of intersections. The implementation of projects in the regional ITS Plan is also included. The regionally funded arterial improvements planned for the system are shown in Figure ES-2. MAG maintains the Arterial Street Life Cycle Program (ALCP), which implements arterial street projects in the RTP that are funded from regional revenue sources. A detailed listing of the specific projects covered by these improvements is provided in Appendix B.

As the MAG area grows in the future, the continued expansion and improvement of the arterial street system will be vital to the functioning of the regional transportation system. This system is characterized by a one-mile grid network of streets and will be developed through a combination of public and private funding sources. The future arterial network extends the current one-mile arterial grid system concurrent with new development, and also closes gaps and improves connectivity in both developed and developing areas. In addition, certain existing arterials receive capacity improvements. It is anticipated that the overall arterial street network will expand by a combination of the construction of new roadway alignments; the paving of dirt roads on the one-mile arterial grid system; and the widening of existing arterial streets.

Funding and Expenditure Summary

Table ES-5 has been prepared in order to provide a summary of the funding scenario for the streets element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between the funds that are available and the potential expenditures indicates that the arterial element of the RTP can be accomplished by using reasonably available funding sources over the planning period.

Funding sources for the arterial streets element total \$24.3 billion, which includes regional and local/other funding sources. Estimated future costs for arterial streets total \$24.1 billion.

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Fig. ES-2

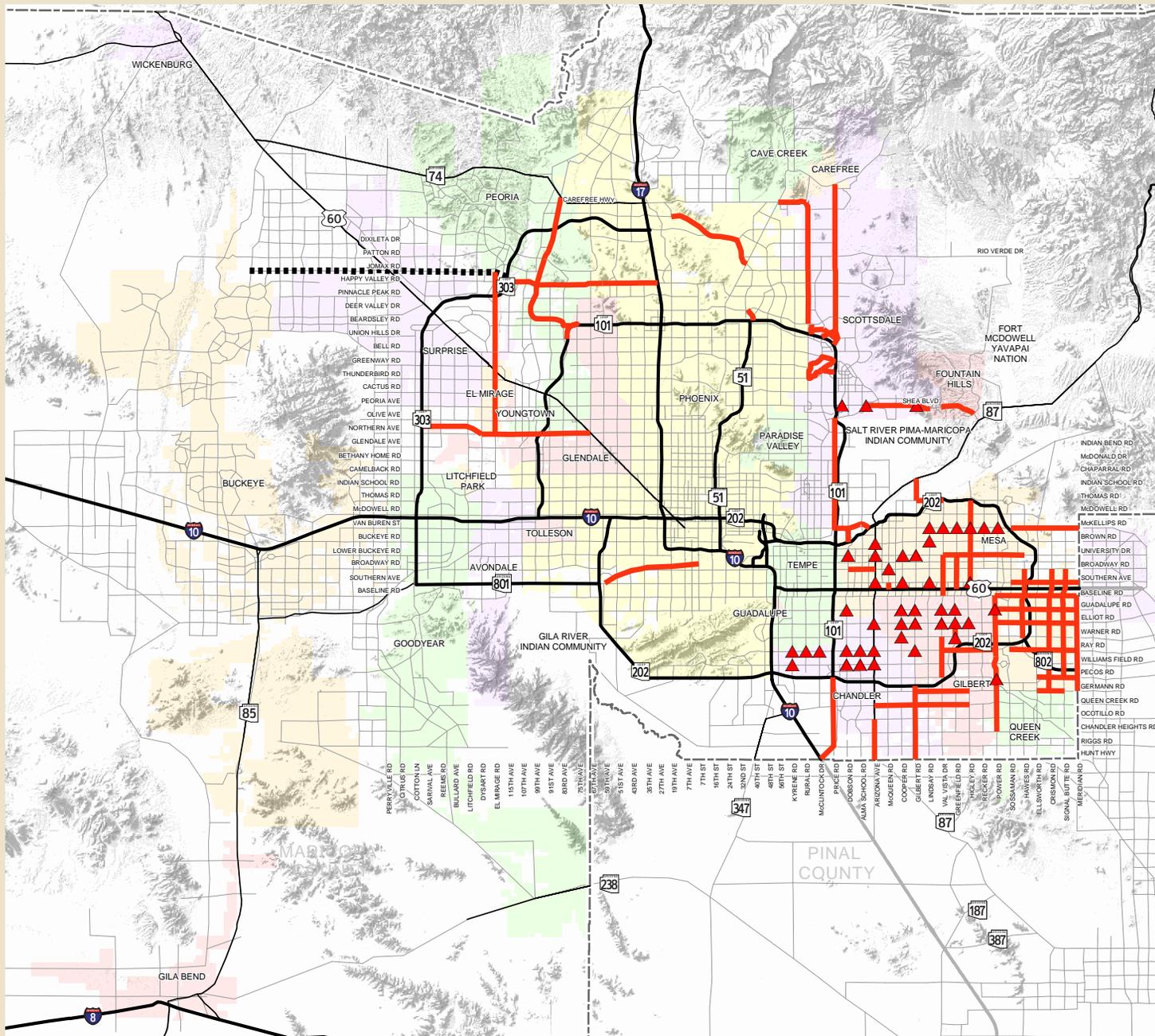


Planned Arterial Street Improvements

- Improved Intersections
- New/Improved Arterials
- Right of Way Preservation
- Freeways
- Highways
- Other Roads
- County Boundary

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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**TABLE ES-5
ARTERIAL STREET FUNDING PLAN FY 2011 - 2031**

FUNDING (Year of Expenditure \$'s in Millions)		Totals
Regional Funds		
MAG Half-Cent Sales Tax	1,651.9	
MAG Federal STP	1,372.1	
MAG Federal CMAQ (For arterial improvements)	192.2	
MAG Federal CMAQ (For PM-10 and other air quality programs)	209.6	
Total Regional Funds		3,425.8
Local/Other Funds		
City/County Highway User Revenue Funds and County VLT	10,851.7	
Local Sources (General Funds, Local Sales Taxes, etc.)	6,457.5	
Private Funds (PAD Improvements, Developer Contributions, etc.)	3,600.0	
Total Local/Other Funds		20,909.2
Bond Proceeds (Regional Funding)		473.2
Beginning Balance (Regional Funding)		6.5
Allowance for Debt Service (Regional Funding)		(620.9)
Total Funding		24,193.8
EXPENDITURES (Year of Expenditure \$'s in Millions)		Totals
Regionally Funded Projects		
Capacity/Intersection Improvements (ALCP)	1,978.5	
Intelligent Transportation Systems (ALCP)	53.8	
MAG Implementation Studies (ALCP)	28.1	
PM-10 and Other Air Quality Programs	209.6	
Other Arterial Grid Extensions, Widenings and Improvements	1,155.8	
Total Regionally Funded Projects		3,425.8
Local/Other Funded Projects		
Match for Regionally Funded Projects	1,837.1	
Future Arterial Grid Extensions, Widenings and Improvements	9,841.4	
System Operation, Maintenance and Preservation	9,055.6	
Total Local/Other Funded Projects		20,734.1
Total Expenditures		24,159.9

PUBLIC TRANSIT

With the passage of Proposition 400 in November 2004, approximately one-third of the regional half-cent sales tax for transportation will be devoted to mass transit. The RTP reflects this significant increase in funding, with transit plans and programs providing for expanded regional bus service and new light rail transit facilities throughout the region.

Planned Transit Facilities and Service Improvements

The RTP provides for a range of transit facilities and services throughout the MAG region. As part of the RTP, a regional bus network is funded, including operating costs, to ensure that reliable service is available on a continuing basis. In addition, light rail corridors are constructed to provide a high-capacity backbone for the transit network. Other transit services are included to provide a full range of options, such as paratransit and rural transit service. A detailed listing of the specific projects covered by these improvements is provided in Appendix C.

- **Bus Service Operations:** Fixed route bus service in the MAG region represents an increasingly important component of the regional transportation network. These services operate primarily on arterial streets and serve a range of trip needs, including work, shopping, medical appointments and school trips. Figures ES-3 and ES-4, respectively, depict bus rapid transit and regional grid routes that will be regionally funded.
- **Bus Capital Facilities:** Associated with the expansion of transit service will be the need for additional maintenance and passenger facilities. In addition, over the duration of the planning period, a total of 1,501 buses will be purchased for fixed route networks; 40 buses for rural routes; 1,061 Dial-a-Ride (DAR) vans for paratransit purposes; and 1,375 vanpool vans. These procurements reflect both replacement and expansion vehicles.
- **Light Rail Transit: Minimum Operating Segment:** The alignment for the Light Rail Transit (LRT) Minimum Operating Segment (MOS) starter segment extends from Bethany Home Road and 19th Avenue into downtown Phoenix; from downtown Phoenix to downtown Tempe and Arizona State University; and continuing to the intersection of Main Street and Sycamore in Mesa. The MOS will was completed in December 2008. Half-cent sales tax money from Proposition 400 was not utilized to pay for route construction, nor will be used for operation of the MOS. Certain elements of the support infrastructure for the system were funded with half-cent revenues.
- **Light Rail Transit - Extensions and Support Infrastructure:** The RTP allocates funding toward the completion of support infrastructure affiliated with the LRT system. This includes infrastructure along the LRT MOS; infrastructure needs on the Northwest Extension, from 19th Avenue/Bethany Home Road to 25th Avenue/Mountain View Road; infrastructure needs on the Glendale Extension from 19th Avenue/Bethany Home Road to Downtown Glendale; and other improvements throughout the future LRT system.

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Fig. ES-3

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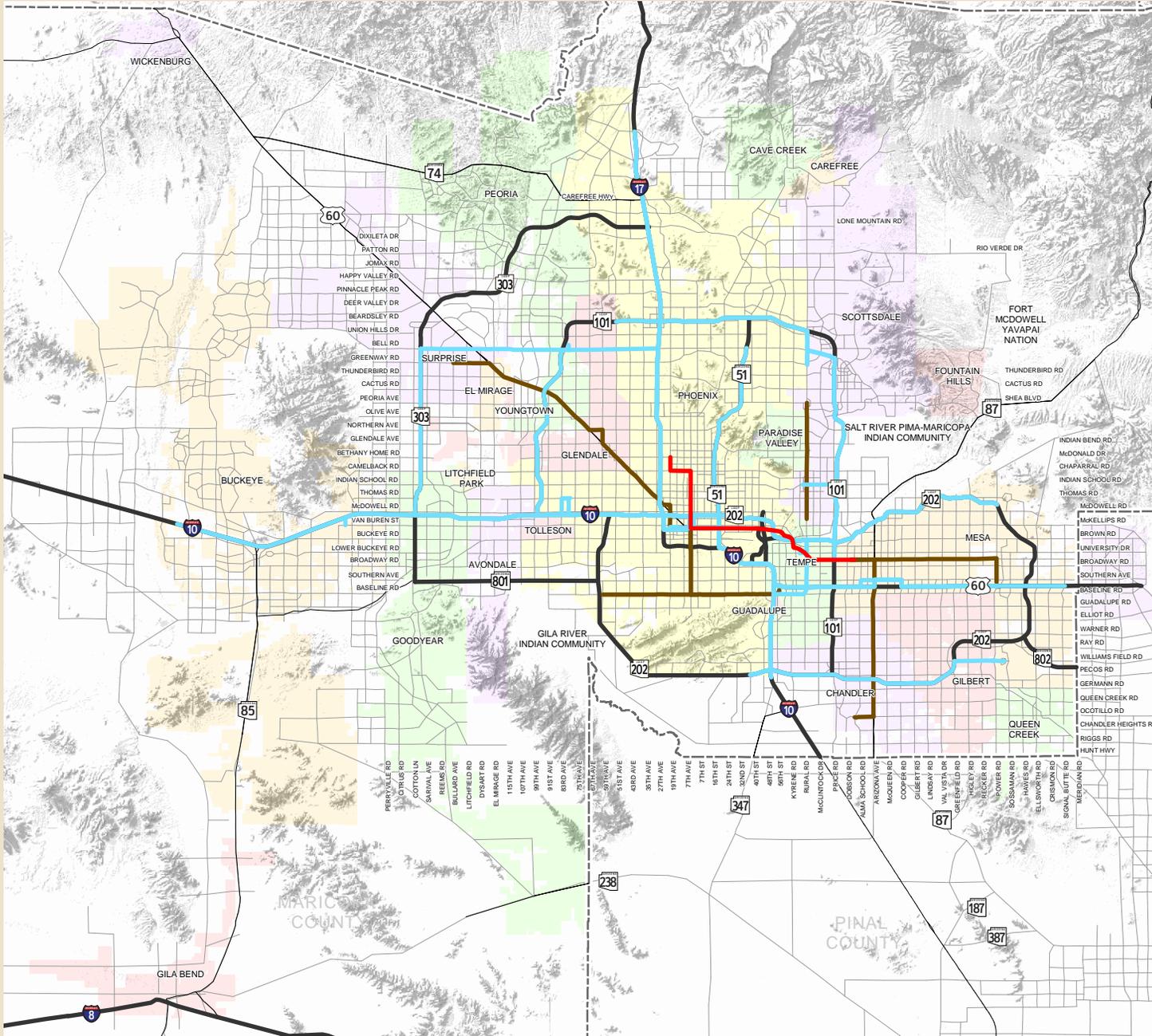


Planned Bus Rapid Transit (BRT) System

- Completed Minimum Operating LRT
- Arterial BRT Routes
- Freeway BRT Routes
- Freeways
- Highways
- Other Roads
- County Boundary

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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Fig. ES-4

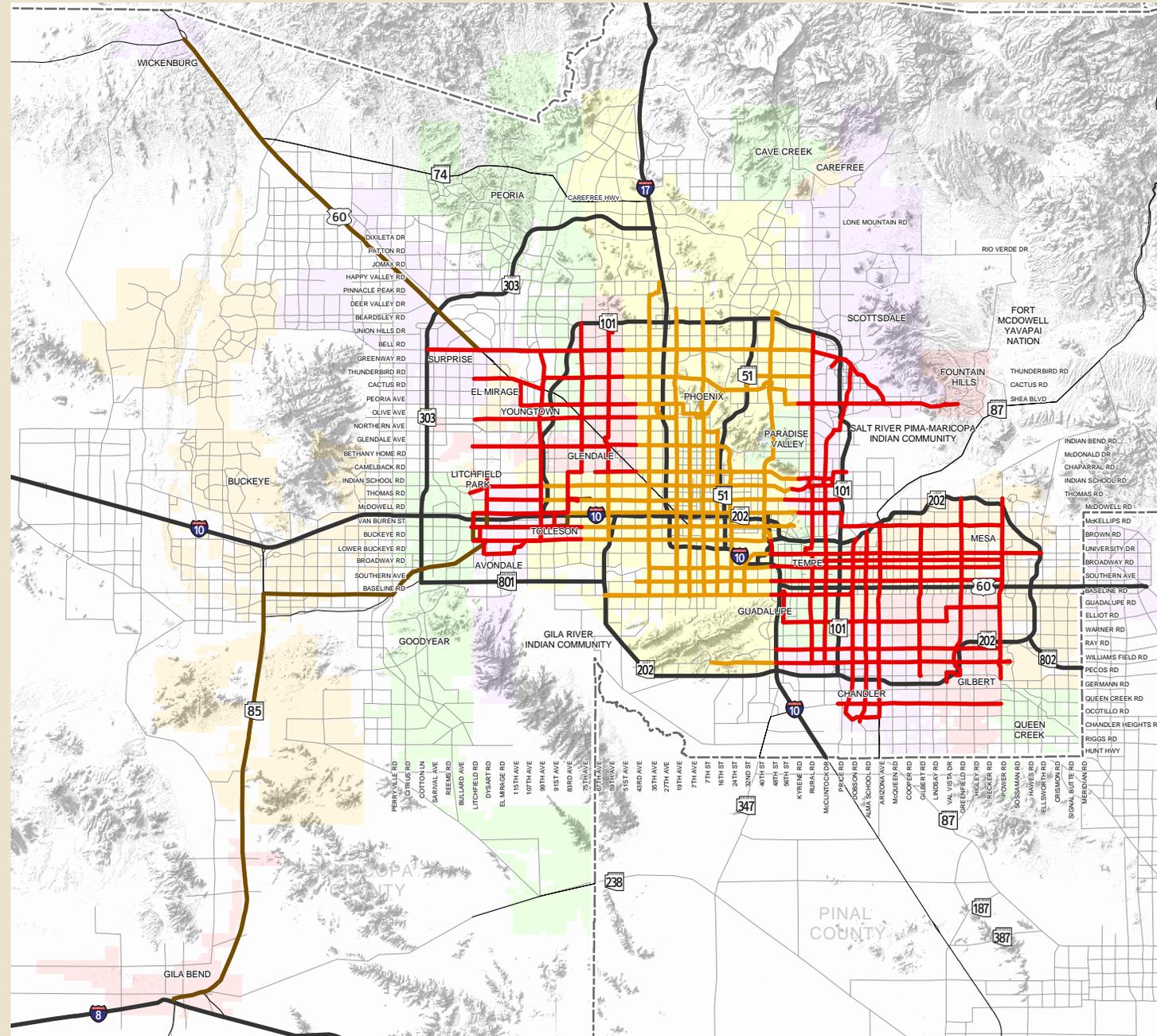


Planned Regional Super Grid Bus System

- Regional Grid Routes
- Grid Routes Funded by City of Phoenix
- New Rural Routes
- Freeways
- Highways
- Other Roads
- County Boundary

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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The RTP also includes regional funding for the completion of six additional LRT segments on the system. These include a five-mile extension to 25th Avenue/Mountain View Road (Northwest Extension); a five-mile extension to downtown Glendale (Glendale Extension); an 11-mile extension along I-10 west to 79th Avenue (Phoenix West Extension); a 12-mile extension to Paradise Valley Mall (Northeast Phoenix Extension); a two-mile extension south of the MOS on Rural Road to Southern Avenue (Tempe South Extension); and a 2.7-mile extension from the east terminus of the MOS to Mesa Drive (Central Mesa Extension). In total, the extensions account for 37.7 miles of the 57.7-mile system. Figure ES-5 depicts the full LRT system envisioned for the region. As with the MOS, operating costs for LRT extensions are not regionally funded.

- Commuter Rail: The RTP recognizes that commuter rail corridors may potentially serve a vital function in addressing future travel needs in the region, and commuter rail studies are being pursued for continuing development of commuter rail concepts for the region.
- Sky Harbor Automated Train System: The Sky Train is a fully automated, grade separated transit system that will connect the major facilities at Sky Harbor International Airport with the Metro light rail transit (LRT) system. Stage One of the project extends from the LRT station at 44th St. to Airport Terminal Four. Stage Two is planned to link the remaining airport terminals with the rental car center. On June 24, 2009, the Regional Council amended the FY 2008-2012 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) - 2007 Update to include Stage One.

Funding and Expenditure Summary

Table ES-6 has been prepared to provide a summary of the funding plan for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. This includes farebox revenues, as well as operating and capital costs. The balance between funds available and used indicates that the transit element can be accomplished within reasonably available funding sources over the planning period.

Regional funding sources for transit in terms of YOE \$'s are shown in ES-6 for the period FY 2011-2031. These sources include the half-cent sales tax (\$5.2 billion); Federal Transit Section 5307 funds (\$1.4 billion) and Section 5309 funds (\$1.7 billion); Federal Congestion and Air Quality Mitigation funds (\$515 million); bond proceeds (\$288 million); local/other funding sources (\$7.9 billion); and the estimated cash balance of \$98 million in regional funds at the beginning of FY 2011. An additional \$124 million in half-cent sales tax funding is received through ADOT for planning activities. Debt service and other expenses totaling \$404 million are deducted from these sources. This yields a net total of \$16.9 billion (YOE \$'s) for use on transit services and projects.

Table 10-1 also lists estimated future costs for the transit element of the RTP, expressed in YOE \$'s. Expected expenditures during the planning period total \$16.3 billion. This includes \$11.1 billion for bus capital and operating (including vanpool, dial-a-ride and rideshare); and \$5.2 billion for light rail transit capital and operating.

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Fig. ES-5

REGIONAL
TRANSPORTATION
PLAN

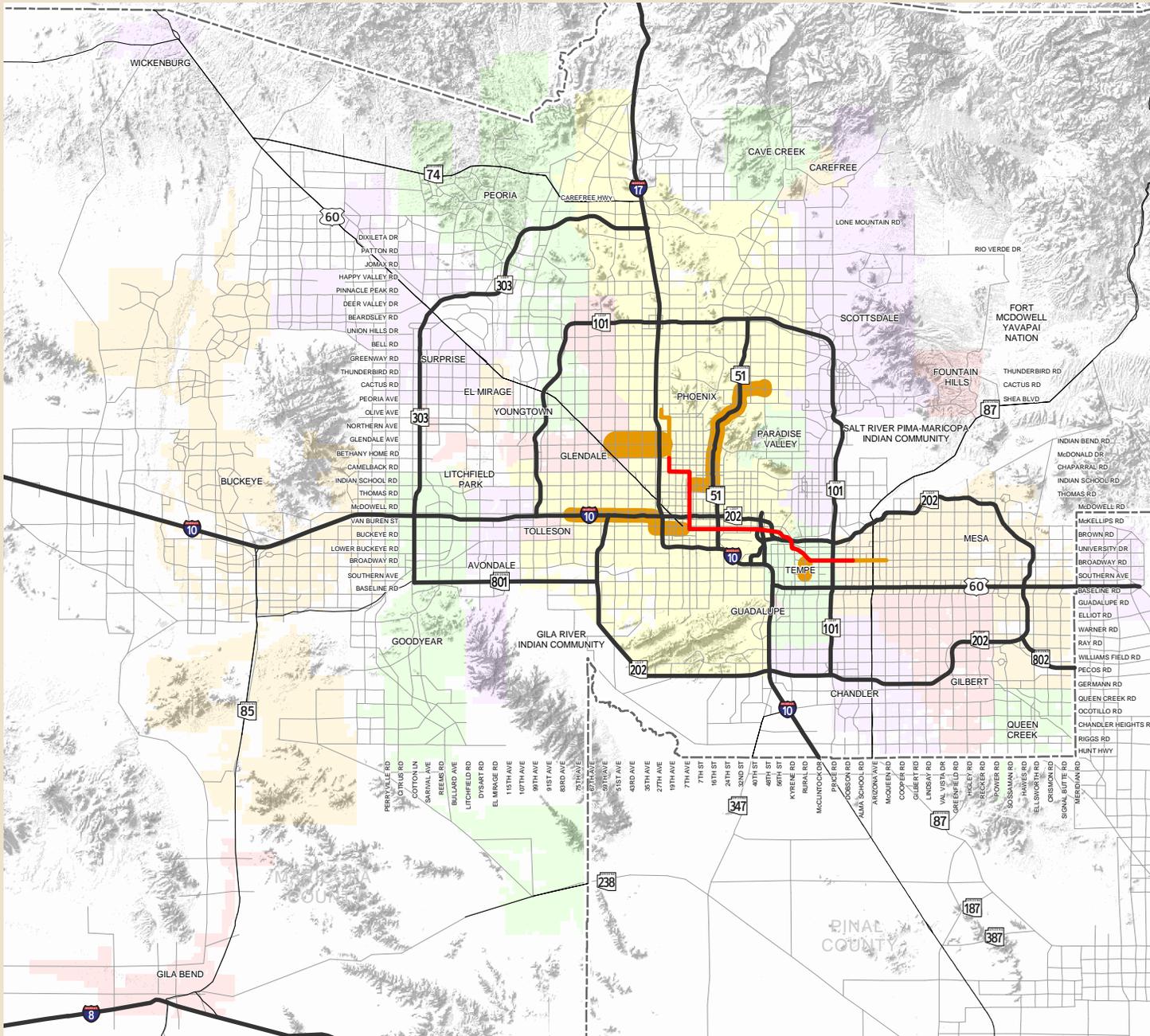


Existing and Planned Light Rail Transit (LRT)/ High Capacity Transit

-  Completed Minimum Operating Segment
-  Future Light Rail Corridors
-  Freeways
-  Highways
-  Other Roads
-  County Boundary

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

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TABLE ES-6: TRANSIT FUNDING PLAN: FY 2011 through FY 2031

FUNDING (Year of Expenditure \$'s in Millions)		
		Totals
Regional		
Maricopa County Transportation Excise Tax	5,362.8	
Federal Transit (Section 5307)	1,388.7	
Federal Transit (Section 5309)	1,701.2	
MAG Federal CMAQ	515.0	
Total Regional Funding		8,967.5
Beginning Balance (Regional Funds)		97.8
Local / Other		
Fixed Route Bus Fares	1,944.3	
Light Rail Transit Fares	373.9	
Paratransit Vehicle Fares	89.2	
Vanpool Fares	188.6	
Local General Funds	882.0	
Local Sales Tax	4,104.2	
LTAIF II	361.1	
Total Local / Other Funding		7,943.4
Bond Proceeds		288.1
Less Allowance for Debt Service		
Debt Service	(404.3)	
Total Allowances		(404.3)
TOTAL FUNDING		16,892.5
EXPENDITURES (Year of Expenditure \$'s in Millions)		
Regionally Funded		
Capital		
Regional Bus Fleet	1,034.5	
Bus Maintenance and Passenger Facilities	396.3	
Light Rail Transit (LRT) Regional Infrastructure	800.0	
Light Rail Transit Extensions	2,196.2	
Paratransit (Americans with Disabilities Act, or ADA, compliant)	126.8	
Vanpool	62.6	
Rural/Non-Fixed Route Transit	4.4	
Total Capital	4,620.9	
Operating		
Supergrid	1,987.0	
Freeway Bus Rapid Transit (BRT) and Express Bus	262.7	
Arterial BRT	99.5	
Regional Support Services	211.4	
Paratransit (ADA-compliant)	807.9	
Light Rail Transit	0.0	
Rural/Non-Fixed Route Transit	33.3	
Vanpool	213.9	
Planning	183.0	
Total Operating	3,798.7	
Total Regionally Funded Expenditures		8,419.6
Locally / Other Funded		
Capital		
Light Rail	790.4	
Total Capital	790.4	
Operating Costs		
Local Fixed Route Service	5,339.5	
Paratransit	293.6	
Light Rail	1,438.5	
Travel Demand Management	67.9	
Total Operating	7,139.5	
Total Locally/Other Funded Expenditures		7,930.0
TOTAL EXPENDITURES		16,349.5

ILLUSTRATIVE CORRIDORS/PROJECTS

Long range, transportation studies represent collaborative efforts between MAG and other agencies, communities, counties and regions, and have implications for the extended planning effort beyond the currently adopted MAG RTP. An important aspect in identifying potential new corridors/projects or other transportation improvements that might be considered for inclusion in future updates of the RTP is the concept of illustrative projects.

Illustrative Corridor/Project Concept

Federal regulations for metropolitan transportation planning identify the concept of “illustrative projects” as an element of the planning process. These are projects that could potentially be included in the plan, if additional resources beyond the reasonably available financial resources identified in the plan were available. They are discussed in the metropolitan transportation plan for illustrative purposes only, and are not included in the financial plan or air quality conformity determination. There is no requirement to select any project from an illustrative list of projects in a metropolitan transportation plan at some future date, when funding might become available. In addition, no priorities are stated or implied by inclusion as an illustrative corridor.

An illustrative project may not be needed until after the planning horizon of the RTP. However, illustrative projects can be helpful in guiding transportation and land use planning efforts at both the regional and local level, even though funding for the projects has not yet been identified. This would be especially applicable to making provisions for the development of potential future transportation facilities in municipal general plans. In addition, including an illustrative regional transportation project provides the project sponsor with support in seeking funding from other sources to implement the project, since the project has been vetted through a planning study or process and through MAG.

An illustrative project must be identified through a transportation planning process such as a framework study, corridor or modal analysis, or other similar transportation studies. The illustrative project must be for a regionally significant project and is a corridor or link in the regional transportation system that enhances mobility in the region. The inclusion of an illustrative project in the Regional Transportation Plan does not imply in any way that the project has priority for future funding over other illustrative projects in the RTP or future projects yet to be identified. The MAG Regional Council, acting on a recommendation from the Transportation Policy Committee, can add or delete an illustrative project in the MAG Regional Transportation Plan.

2010 RTP Update

The illustrative corridors/projects included in the Regional Transportation Plan - 2010 Update are listed below.

- Interstate 10/Hassayampa Valley Transportation Framework Study: On February 27, 2008, the MAG Regional Council accepted the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.
- Interstates 8 and 10/ Hidden Valley Transportation Framework Study: On September 30,

2009, the MAG Regional Council accepted the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan.

- New River Corridor: On November 25, 2003, the Regional Council approved inclusion of a connection between Loop 303 and I-17 in the vicinity of New River Road as a corridor for further study.
- Potential Improvements to the Existing Freeway/Highway System: Certain freeway/highway projects that were originally identified during the 2003 planning process have been moved beyond the current planning period of the RTP (FY 2011 - 2031). Also, additional projects to improve the existing freeway/highway system have been identified as a result of various ADOT corridor and design concept studies. These illustrative projects are:
 - I-10 (SR-51 to 32nd St.) - Extension of the local/express lane concept north from 32nd St. to the SR-51/SR-202L/I-10 interchange.
 - I-10 (SR-101L/Agua Fria to I-17) - Capacity improvements after completion of the I-10/SR-202L interchange and possible enhancements to the I-10 “Stack”.
 - SR-85 (I-10 to I-8) - Upgrading SR-85 to a full freeway, including construction of a fully directional interchange at I-8.
 - SR-101L (Agua Fria Freeway) - Installation of direct HOV ramps at the system interchanges with I-17 and I-10.
- Sky Harbor Automated Train System: On April 22, 2009, the Regional Council approved inclusion of Stage Two of the Sky Harbor Automated Train System (Sky Train) as an illustrative project in the RTP.
- Central Mesa Light Rail Transit - Phase II: On September 30, 2009, the Regional Council approved a recommendation for extension of the Central Mesa Light Rail Transit (LRT) Corridor on Main Street to approximately Gilbert Road, and to improve service frequency on the Main Street LINK Bus Rapid Transit to match the LRT, as illustrative projects in the RTP.
- Potential Bus Service Improvements: Certain bus routes that were originally identified during the 2003 planning process have been moved beyond the current planning period of the RTP (FY 2011 - 2031). These illustrative projects are:
 - Chandler Blvd. LINK - Arterial Bus Rapid Transit service extending from Phoenix/Mesa Gateway Airport and ASU East Campus to I-10 via Chandler Blvd.
 - Litchfield Rd. Super Grid Route - Regional Super Grid bus service extending from Lower Buckeye Rd./Goodyear Airport to 128th Ave. and R.H. Johnson Blvd. via Litchfield Rd.
- Regional Transit Framework Study: On March 31, 2010, the MAG Regional Council accepted the Illustrative Transit Corridors map for inclusion as unfunded regional transit illustrative corridors in the RTP, as well as the future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process.

OTHER TRANSPORTATION MODES

The RTP includes a full range of transportation modes and transportation functions. In addition to freeways, streets and public transit, the Plan covers needs that address airport facilities, freight, bicycle and pedestrian travel, special transportation functions and transportation enhancement projects.

Aviation

The existing airport system consists of 16 airports, including one major commercial facility, Phoenix Sky Harbor International Airport, seven general aviation reliever airports and six additional general aviation airports. One of the airports, Phoenix-Mesa Gateway, is currently classified as general aviation reliever, but is being developed to serve as a commercial service airport to supplement Phoenix Sky Harbor International Airport.

In 2006 the MAG aviation planning program was completed. The program examined the future air transportation needs of the region with the aim of maximizing the transportation and economic benefits of airports which minimizing any adverse impacts related to congestion, the environment and airspace. The Federal Aviation Administration (FAA) is the agency responsible for the planning and management of airspace.

Future planning efforts will focus upon ground access needs to airports in terms of both highway and transit facilities, interacting with the region's airport personnel and exploring opportunities for improving the regional aviation system, and developing an aviation database that will support the MAG airport model that develops air pollutant emissions inventory for airports in Maricopa County.

Bicycle and Pedestrian Facilities

In 2007, MAG developed the MAG Regional Bikeway Master Plan, which incorporated the 1999 MAG Regional Bicycle Plan, the Alternative Solutions to Pedestrian Mid-block Crossings at Canals, and the 2001 ROSS Plan. The goal of the MAG Regional Bikeway Master Plan is to update and integrate all three documents into one master plan, in order to develop an inter-connected bikeway system of on-street and off-street facilities. The MAG Regional Bikeway Master Plan provides a guide for the development of a convenient and efficient transportation system where people can bike safely to all destinations. This plan recognizes the growing needs of the bicycling public and seeks to encourage more bicycling for transportation and health reasons. Bicycling, as a transportation mode, improves air quality and reduces traffic congestion and is less costly than operating a motorized vehicle. In addition, bicyclists benefit from improved health and fitness.

The MAG Pedestrian Design Assistance Program encourages the development of designs for pedestrian facilities according to the MAG *Pedestrian Policies and Design Guidelines*. The intent of the program is to stimulate integration of pedestrian facilities into the planning and design of all types of infrastructure and development. Through the program, the design of pedestrian facilities that are compatible with existing land use and transportation practices is promoted. In 2009, MAG embarked on developing a Complete Streets Plan, known as the Bicycle and Pedestrian Facilities Integration Plan. The purpose of the Bicycle and Pedestrian Facilities Integration Plan is to ensure that bicycle and pedestrian facilities are included in all street designs, to the greatest extent possible, and are ultimately being considered as integral to a street component.

Freight

MAG prepared a Regional Freight Assessment in 2004, which is intended to serve as a comprehensive base for the analysis of current and future needs for regional freight infrastructure improvements, activities, and future planning endeavors related to freight and the goods movement process. This analysis revealed the dominant role played by the movement of goods over the highway system by truck. MAG has updated the truck travel component of the regional travel demand model, including a survey of current truck travel patterns. It is anticipated that a multimodal freight framework study for the MAG area will begin in FY 2011. The study will describe the movement of goods throughout the MAG region, identify possible hindrances to the safe and efficient flow of goods in the region, and propose strategies to improve an economical, safe, and efficient goods movement system that will enhance regional mobility.

Special Needs Transportation

The transportation needs of special populations are a regional concern. Limitations caused by age or disability often complicate the process of securing transportation for a portion of the population. In addition, those who are seeking employment or training, and those who lack financial resources find limited transportation options available to reach second shift and weekend employment. Special Transportation Services (STS) provide transportation assistance to the most transit dependant populations in Maricopa County, which include the elderly, disabled, and low-income individuals.

As part of the effort to plan and coordinate special needs transportation services, MAG developed a *Regional Action Plan on Aging* that was adopted by the MAG Regional Council on October 3, 2001. MAG continues to use the 25 recommendations to guide regional planning on aging and mobility. In addition, MAG has prepared a Public Transit/Human Services Transportation Plan. The first plan was approved by the MAG Regional Council in 2007, and updates were approved in 2008 and 2009. The plan seeks to standardize operations and policies among the human services transportation service providers, and to maximize the capacity of the current system by providing more rides for the targeted populations for the same or fewer resources.

Transportation Enhancement Activities

Transportation Enhancements are a category of federal funding that comes directly to the State of Arizona through federal transportation legislation known as the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Transportation Enhancement Program was originally enacted by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and was created to improve surface transportation activities by developing projects that go “above and beyond” normal, or routine transportation activities and funding.

Since the inception of the Transportation Enhancement Program in Arizona in 1993, the MAG region has been awarded \$29.5 million in funding for a total of approximately 30 multi-use or shared use pathways along existing routes and canals, including projects for sidewalks and pedestrian crossings; 19 projects directly related to bike routes and bike facilities; and a number of projects pertaining to streetscapes and pedestrian alleyways, historic preservation and lighting, transportation-related museums, archaeological projects and street signs. Many of these awarded projects have included a secondary component that included landscaping.

SYSTEM OPERATION AND MANAGEMENT

The efficient operation of the transportation system is vital in the effort to obtain the maximum capacity from the region's investment in existing transportation facilities and services. This includes activities involving functions such as intelligent transportation system (ITS) management, demand management, congestion management, and transportation safety and security.

System Management / ITS Planning

Transportation System Management (TSM) programs help accommodate the safe and efficient movement of people and vehicles within the transportation system. The full spectrum of transportation technology applications, known as Intelligent Transportation Systems (ITS), now forms the basis for all of these programs. Since 1996, the Maricopa Association of Governments (MAG) has taken progressive steps toward mainstreaming the development of regional ITS within the transportation planning process. All planning activities for public sector owned, regional ITS infrastructure are currently coordinated and led by MAG.

In April 2001, MAG approved the first comprehensive ITS Strategic Plan and ITS Architecture for the region. This Plan has provided direction for ITS implementation throughout the region. The Regional ITS Architecture (RIA), which is part of the Plan, played a direct role in the identification of ITS projects for programming in the five-year Transportation Improvement Program (TIP). A project that would update the 2001 ITS Strategic Plan is expected to be launched in mid to late 2009. A comprehensive update of the RIA was performed through a project completed in February 2009. In addition, in 2003 MAG developed the Regional Concept of Transportation Operations, a high-level plan for the coordination of transportation operations in the region.

Demand Management

The MAG Region benefits from a broad range of demand management techniques and programs. These programs lessen vehicular congestion by helping to reduce the number of vehicles on the roadway network and making more efficient use of existing transportation facilities. This reduction in vehicle miles of travel also helps improve air quality by decreasing the level of vehicular emissions that contribute to the total amount of pollutants in the air. A number of demand management activities are utilized throughout the MAG region.

Transportation Demand Management (TDM) programs include: (1) rideshare programs such as free carpool/vanpool on-line ride matching, (2) trip reduction programs at employers with 50 or more employees, (3) vanpool programs in which over 1.4 million passenger trips per year are made in over 380 vanpools, (4) transportation management associations in which employers share resources to promote alternative mode use, and (5) telework programs that linked employees to an office by a personal computer eliminating commuter travel.

Congestion Management Process

MAG maintains a congestion management process (CMP) to improve traffic flow and mitigate congestion throughout the metropolitan area, as part of the regional transportation planning effort.

MAG has been updating its CMP, developing a metropolitan-wide approach to facility utilization through the use of travel demand reduction and operational management strategies. The MAG CMP will also be functionally integrated with a multimodal system performance measurement program. MAG has developed a Performance Measures Framework and Regional Performance Report, published in November of 2009, which addresses key performance characteristics associated with surface transportation in the MAG region. Measures captured in these multi-modal documents include VMT, throughput, speeds, spatial and temporal congestion, as well as travel times for the MAG modeling area. The MAG Performance Report is based on observed data sets and constitutes a fundamental tool in the CMP evaluation process.

The CMP update will include four key components: (1) the integration of system and corridor performance measures to help identify areas of highest congestion mitigation needs, (2) the utilization of analytical and visual tools to communicate and quantify congestion, (3) the early involvement of a stakeholder group representing both planning and operational components of the CMP, and (4) the emphasis on searching for management and operational solutions as well as travel demand reduction strategies as a prerequisite for any proposed additional SOV capacity increase. As new funding for programming of projects becomes available, the CMP will play a greater role in the planning and programming of future transportation investments in the MAG region. CMP strategies will continue to be based on the same goals and objectives of the original 2003 RTP, and will continue to use the same congestion mitigation criteria in the assessment and evaluation of the projects submitted for consideration.

Transportation Safety and Security

Transportation safety is addressed at two levels within the MAG planning process. The first involves the consideration of road safety as a criterion in comprehensive planning, such as the RTP. Planning decisions, made at the regional level on infrastructure investment priorities, have a significant indirect impact on the long-term road safety provided by the transportation system. This decision making task is supported by an assessment of the different regional transportation alternatives from a safety viewpoint. At the second level, transportation safety planning is addressed more strategically and addresses short to medium-term needs, comprehensively described in the 2005 MAG Strategic Transportation Safety Plan. This Plan identifies general strategies and potential actions to be carried out with oversight provided by the MAG Transportation Safety Committee.

Although programs for transportation safety have been around for many years, the concept of planning for transportation security, and implementing security procedures on different modes of transportation is relatively new. Often, “safety” and “security” are used interchangeably; however, by definition, safety can be described as the “freedom from danger,” whereas security is the “freedom from *intentional* danger.” Agencies in the MAG region that address transportation security issues include: Arizona Office of Homeland Security, Arizona Department of Public Safety, Arizona Department of Transportation, Maricopa County Department of Emergency Management, MAG 9-1-1 Emergency Telephone, Valley Metro/Regional Public Transportation Authority, and local municipalities. In the future, MAG will be working to identify a productive role for the agency in assisting with transportation security planning efforts in the region.

Appendix A
Freeway/Highway Program

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONAL FREEWAY/HIGHWAY SYSTEM PROGRAM

(Thousands of YOE & 2010 \$'s)

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
I-10 PAPAGO CORRIDOR						
TI	10	I	43rd Ave / 51st Ave TI	2,432		2,432
TI	10	I	Bullard Ave TI	13,672		13,672
HOV/GPL	10	I	Sarival Ave - SR101L	99,205		99,205
GPL	10	I	Verrado Way - Sarival Ave	29,997		29,997
GPL	10	I	Sarival Ave - Dysart Rd (Outside lane)	42,030	5,000	47,030
TI	10	I	Avondale Blvd TI	2,000		2,000
GPL	10	II	SR101L, Agua Fria - I-17 (Phase 1)		87,900	87,900
TI	10	II	Perryville Rd TI		21,100	21,100
TI	10	IV	EI Mirage Rd TI		20,300	20,300
GPL	10	V	SR85 - Verrado Way		42,800	42,800
GPL	10	N/A	SR101L, Agua Fria - I-17 (Phase 2)			
			Total	189,336	177,100	366,436
I-10 MARICOPA CORRIDOR						
TI	10	I	Ray Rd TI	8,053		8,053
IMP	10	I	Southern Ave - SR143	3,107		3,107
TI	10	I	SR347 TI	215		215
TI	10	II	Sky Harbor West Airport Access		50,600	50,600
GPL	10	II	32nd St. - 202L, Santan (Phase 1)	81,800	250,100	331,900
GPL	10	II	32nd St. - 202L, Santan (Phase 2)		146,900	146,900
GPL	10	II	32nd St - 202L, Santan (Phase 3)		216,200	216,200
HOV/GPL	10	II	SR202L, Santan - Riggs Rd		73,700	73,700
TI	10	IV	Chandler Heights TI		22,900	22,900
GPL	10	N/A	SR51 Piestewa - 32nd St.			
			Total	93,175	760,400	853,575
I-17 BLACK CANYON CORRIDOR						
TI	17	I	Cactus Rd TI	6,792		6,792
TI	17	I	Jomax Rd / Dixileta Dr TI	49,655		49,655
HOV/GPL	17	I	SR101L - SR 74, Carefree Hwy	297,390		297,390
TI	17	I	SR74 TI, Carefree Highway	24,966		24,966
TI	17	I	Dove Valley TI	24,999		24,999
GPL	17	I	SR74, Carefree Highway - Anthem Way (Interim)	15,914		15,914
MISC	17	II	Bethany Home Rd - Northern Ave, Alhambra Distr.		2,100	2,100
GPL	17	II	Arizona Canal - SR101L		92,400	92,400
MISC	17	II	Peoria Ave - Greenway Rd (Drainage Imprvmnts.)		16,500	16,500
HOV/GPL	17	IV	I-10 East - I-10 West		400,000	400,000
GPL	17	IV	McDowell Rd - Arizona Canal		598,600	598,600
HOV	17	V	SR74, Carefree Highway - Anthem Way (Final)		89,500	89,500

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
GPL	17	V	Anthem Way - New River		57,400	57,400
MISC	17	N/A	16th St - Buckeye Rd, (Local Construction)			
			Total	419,716	1,256,500	1,676,216
SR 51 PIESTEWA CORRIDOR						
HOV/RMP	51	I	Shea Blvd - SR101L, Pima	51,112		51,112
GPL	51	V	Shea Blvd - SR101L, Pima		60,200	60,200
			Total	51,112	60,200	111,312
US 60 GRAND AVENUE CORRIDOR						
IMP	60G	I	71st Avenue - Grand Canal Brdg	3,979		3,979
IMP	60G	I	83rd Avenue/Peoria Avenue	2,060		2,060
GPL	60G	I	99th Ave - 83rd Ave, Incl New River Brdg	8,205		8,205
GPL	60G	I	SR303L - 99th Ave (Phase 1)	27,071		27,071
GPL	60G	I	SR101L, Agua Fria - McDowell Rd (Phase 1)	36,200		36,200
GPL/IMP	60G	II	SR101L, Agua Fria - McDowell Rd (Phase 2)		22,000	22,000
GPL/IMP	60G	II	SR303L - 99th Ave (Phase 2)		65,000	65,000
GPL/IMP	60G	V	SR101L, Agua Fria - McDowell Rd (Phase 3)		86,200	86,200
			Total	77,515	173,200	250,715
US 60 SUPERSTITION CORRIDOR						
HOV/GPL	60S	I	Gilbert Rd - Power Rd	90,687		90,687
TI	60S	I	Higley Rd TI	5,342		5,342
GPL	60S	I	I-10 - SR101L, Price	25,000		25,000
TI	60S	II	Meridian Rd Half Interchange		12,500	12,500
HOV/GPL	60S	III	Crismon Rd - Meridian Rd		28,400	28,400
TI	60S	V	Lindsay Rd Half Interchange		8,200	8,200
			Total	121,029	49,100	170,129
SR 74 CAREFREE CORRIDOR						
GPL	74	I	US60, Grand - SR303L (MP20-22 Passing Lanes)	2,238		2,238
GPL	74	I	US60, Grand - SR303L (MP13 - 15 Passing Lanes)	3,800		3,800
GPL	74	I & V	US60, Grand - SR303L (R/W Protection)	3,000	41,960	44,960
			Total	9,038	41,960	50,998
SR 85 CORRIDOR						
GPL	85	I	MP 130.7 - 137.0	28,729		28,729
GPL	85	I	MP 139.01 - 141.71	22,994		22,994
GPL	85	I	MC85 - Southern Ave	9,416		9,416
GPL	85	I	Southern Ave - I-10	21,381		21,381
GPL	85	I	Broadway Rd - Lower Buckeye (Connecting Rd. IGA)	4,110		4,110
TI	85	I	I-8 TI (Phase 1/HES Project)	28,400		28,400

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
GPL	85	I	I-8 - I-10	21,447		21,447
GPL	85	II	Warner Street Bridge		5,300	5,300
TI	85	III	I-8 TI (Phase 2)		43,300	43,300
TI	85	N/A	I-8 TI (Phase 3)			
GPL	85	N/A	Hazen Rd - Broadway Rd			
			Total	136,477	48,600	185,077
SR87 DUTHIE-MARTIN CORRIDOR						
MISC	87	I	Forest Boundary - New Four Peaks	21,506		21,506
MISC	87	I	MP 211.8 - MP 213.0	2,220		2,220
MISC	87	I	New Four Peaks Rd - Dos S Ranch Rd	20,300		20,300
			Total	44,026		44,026
SR88 CORRIDOR						
MISC	88	I	Fish Creek Hill (Retaining Wall)	1,650		1,650
			Total	1,650		1,650
US93 CORRIDOR						
IMP	93	I	Wickenburg By-Pass	41,850		41,850
			Total	41,850		
101L AGUA FRIA CORRIDOR						
TI	101AF	I	Bethany Home Rd, North Half	9,387		9,387
LNS	101AF	I	Northern Ave - 31st Ave (Median Landscape)	1,467		1,467
TI	101AF	I	Thunderbird Rd TI (Imp)	2,804		2,804
TI	101AF	I	Beardsley Rd/Union Hills Dr TI	24,025		24,025
MISC	101AF	I	99th Ave (I-10 - Van Buren St)	6,600		6,600
TI	101AF	I	Olive Ave TI (Crossroad Imp)	3,000		3,000
HOV	101AF	II	I-10 - US60, Grand Ave		44,000	44,000
HOV	101AF	II	US60, Grand Ave - I-17		50,700	50,700
GPL	101AF	V	I-10 - US60, Grand Ave		116,400	116,400
GPL	101AF	V	US60, Grand Ave - I-17		150,400	150,400
RAMP	101AF	N/A	I-10 System Interchange (DHOV Ramps)			
RAMP	101AF	N/A	I-17 System Interchange (DHOV Ramps)			
			Total	47,283	361,500	408,783
101L PIMA CORRIDOR						
HOV	101PI	I	Princess Dr - SR202L, Red Mountain	61,319		61,319
HOV	101PI	I	Tatum Blvd - Princess Dr	18,766		18,766
TI	101PI	I	64th St TI	31,380		31,380
TI	101PI	I	Chaparral Rd TI (Imp)	940		940
MISC	101PI	II	Pima Road Extension (JPA)	300	3,634	3,934

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
HOV	101PI	II	I-17 - Tatum Blvd		44,800	44,800
GPL	101PI	II	Shea Blvd - SR202L, Red Mountain		97,400	97,400
GPL	101PI	IV	Princess Dr - Shea Blvd		56,400	56,400
GPL	101PI	IV	SR51 - Princess Dr		77,900	77,900
GPL	101PI	IV	I-17 - SR51		73,500	73,500
			Total	112,705	353,634	466,339
101L PRICE CORRIDOR						
HOV	101PR	I	SR202L, Red Mountain - SR202L, Santan	43,219		43,219
MISC	101PR	I	Galveston Street (Drainage Improvements)	2,100		2,100
MISC	101PR	II	Balboa Dr, Multi-use Path (Local Construction)		1,800	1,800
GPL	101PR	IV	Baseline Rd - SR202L, Santan		53,400	53,400
			Total	45,319	55,200	100,519
SR143 HOHOKAM CORRIDOR						
TI	143HK	I	SR143/Sky Harbor Blvd TI	38,700		38,700
			Total	38,700		38,700
202L RED MOUNTAIN CORRIDOR						
GPL	202RM	I	Mill Ave & Washington St (Brdg Widen)	7,211		7,211
GPL	202RM	I	I-10/SR51 TI - SR101L, Pima	219,777		219,777
HOV	202RM	I	SR101L - Gilbert Rd	26,821		26,821
GPL	202RM	II	SR101L - Gilbert Rd		60,300	60,300
HOV	202RM	III	Gilbert Rd - Higley Rd		19,300	19,300
HOV	202RM	IV	Higley Rd - US60, Superstition		33,500	33,500
GPL	202RM	V	Gilbert Rd - Higley Rd		51,900	51,900
GPL	202RM	V	Higley Rd - US60, Superstition		108,300	108,300
RAMP	202RM	V	US60, Superstition System TI (DHOV Ramps)		42,100	42,100
TI	202RM	V	Mesa Dr TI (Ramps Only)		13,500	13,500
			Total	253,809	328,900	582,709
202L SANTAN CORRIDOR						
MISC	202SAN	I	Lindsay Rd - Gilbert Rd	500		500
HOV/RAMP	202SAN	I	Price Rd - I-10	59,100		59,100
HOV/RAMP	202SAN	I	Gilbert Rd - Price Rd	86,900		86,900
HOV	202SAN	IV	US60, Superstition - Gilbert		45,200	45,200
GPL	202SAN	V	Dobson Rd - I-10		50,300	50,300
GPL	202SAN	V	Val Vista Dr - Dobson Rd		83,500	83,500
GPL	202SAN	V	US60, Superstition - Val Vista Dr		104,000	104,000
			Total	146,500	283,000	429,500
202L SOUTH MOUNTAIN CORRIDOR						

Project Type	Corridor	Plan Const. Phase	Project Description	Cost (Thousands of YOE & 2010 \$'s)		
				FY 06-10	FY 11-31	Total
NEW	802	I & II	SR202L, Santan - Meridian Rd (R/W Protection)	8,000	4,000	12,000
NEW	802	III	SR202L, Santan - Ellsworth Rd (Phase 1)	44,100	158,300	202,400
NEW	802	V	SR202L, Santan - Ellsworth Rd (Phase 2)		46,900	46,900
NEW	802	V	Ellsworth Rd - Meridian Rd		212,600	212,600
			Total	52,100	421,800	473,900
<u>NOISE MITIGATION</u>						
NOISE	SW	I & V	Noise Mitigation/Quiet Pavement	67,722	150,000	217,722
			Total	67,722	150,000	217,722
<u>MINOR PROJECTS</u>						
MISC & TI	SW	I - V	Minor Projects	10,729	25,900	36,629
			Total	10,729	25,900	36,629
<u>MAINTENANCE</u>						
MAINT	SW	I - V	Maintenance (Landscape, litter & sweep)	49,300	308,400	357,700
			Total	49,300	308,400	357,700
<u>PRELIMINARY ENGINEERING/DESIGN</u>						
ENGR	SW	I - V	Preliminary Engineering	142,203	351,500	493,703
			Total	142,203	351,500	493,703
<u>FREEWAY MANAGEMENT SYSTEM (FMS)</u>						
FMS	SW	I - IV	FMS Projects & Preservation	38,634	107,020	145,654
			Total	38,634	107,020	145,654
<u>RIGHT OF WAY MANAGEMENT</u>						
R/W	SW	I - V	R/W Acquisition & Mgmt	39,500	92,200	131,700
			Total	39,500	92,200	131,700
<u>TOTALS</u>						
			Corridor Projects	2,598,291	9,639,094	12,237,385
			Systemwide	348,088	1,035,020	1,383,108
			Grand Total	2,946,379	10,674,114	13,620,493

NOTES

Plan Phases:

I	FY 2006 - FY2020
II	FY 2011 - FY 2015
III	FY 2016 - FY 2020
IV	FY 2021 - FY 2025
V	FY 2026 - FY 2031
N/A	Illustrative Project

Abbreviations:

FMS	Freeway Management System
GPL	General Purpose Lanes
HOV	High Occupancy Vehicle (Lanes)
IMP	Improvements (Roadway)
LNS	Landscaping
MISC	Miscellaneous (Improvements)
NEW	New Corridor
R/W	Right-of-Way
TI	Traffic Interchange

Appendix B
Arterial Street Program

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONALLY FUNDED ARTERIAL STREET PROJECTS

(As of March 22, 2010)

Project Location	Phase		Fund Type	Reimb. To Date (YOES)	Future Reimb. (2009\$)	Total Reimb. (YOES, 2009\$)	Total Cost (YOES, 2009\$)
	Construction Complete	Programmed Reimb.					
CHANDLER							
Arizona Ave/Chandler Blvd: Intersection Improvements	I	I	RARF	3.582	0.000	3.582	7.209
Arizona Ave/Elliott Rd: Intersection Improvements	I	II	RARF	0.000	3.694	3.694	5.370
Arizona Ave/Ray Rd: Intersection Improvements	I	I	RARF	3.464	0.000	3.464	4.949
Arizona Ave: Ocotillo Rd to Hunt Hwy	IV	IV	STP-MAG	0.000	7.292	7.292	15.653
Chandler Blvd/Alma School: Intersection Improvements	II	I, III	RARF	0.251	3.444	3.696	11.547
Chandler Blvd/Dobson Rd: Intersection Improvements	I	I	RARF	1.060	3.039	4.099	8.470
Chandler Blvd/Kyrene Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.694	3.694	16.760
Gilbert Rd: SR-202L to Hunt Hwy				0.000	20.498	20.498	66.254
Gilbert Rd: SR-202L/Germann to Queen Creek Rd	I	II, IV	RARF	0.000	6.737	6.737	12.290
Gilbert Rd: Queen Creek Rd to Ocotillo Rd	II	III, IV	RARF	0.000	3.949	3.949	10.886
Gilbert Rd: Chandler Heights Rd to Hunt Hwy	II	IV, V	RARF	0.000	5.863	5.863	32.192
Gilbert Rd: Ocotillo Rd to Chandler Heights	II	III, IV	RARF	0.000	3.949	3.949	10.886
Kyrene Rd/Ray Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.694	3.694	17.147
Price Rd Substitute Projects				0.000	44.656	44.656	77.329
Chandler Heights Rd: Arizona Avenue to McQueen Road	III	III	STP-MAG	0.000	7.168	7.168	10.240
Chandler Heights Road: McQueen Road to Gilbert Road	III	III	STP-MAG	0.000	10.560	10.560	16.980
McQueen Road: Ocotillo Road to Riggs Road	II	II	RARF	0.000	5.036	7.113	12.033
Ocotillo Road: Arizona Avenue to McQueen Road	II	II	RARF	0.000	4.130	6.130	12.625
Ocotillo Road: Cooper Road to Gilbert Road	III	III	STP-MAG	0.000	6.360	6.360	9.085
Price Rd at Germann Rd: Intersection Improvements	III	III	STP-MAG	0.000	3.304	3.304	4.721
Price Rd at Queen Creek Rd: Intersection Improvements	III	III	STP-MAG	0.000	5.110	5.110	7.300
Price Rd: Santan to Germann	I	II	RARF	0.000	2.988	2.988	4.345
Ray Rd/Alma School Rd: Intersection Improvements	II	I, III	RARF	2.217	1.484	3.701	12.677
Ray Rd/Dobson Rd: Intersection Improvements	II	III	STP-MAG	0.000	6.574	6.574	9.392
Ray Rd/McClintock Dr: Intersection Improvements	II	III	STP-MAG	0.000	5.526	5.526	8.216
Ray Rd/Rural Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.694	3.694	15.575
CHANDLER/GILBERT							
Queen Creek Rd: Arizona Ave to Higley Rd				5.672	31.180	36.852	39.614
CHANDLER Queen Creek Rd: Arizona Ave to McQueen Rd	I	I	RARF	5.672	0.000	5.672	8.103

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2009\$)	Total Reimb. (YOE\$, 2009\$)	Total Cost (YOE\$, 2009\$)
	Construction Complete	Programmed Reimb.					
CHANDLER Queen Creek Rd: McQueen Rd to Gilbert Rd	III	II,III	STP-MAG	0.000	10.315	10.315	14.504
GILBERT Queen Creek Rd: Lindsay Rd to Greenfield Rd	II	II	RARF	0.000	11.350	11.350	7.040
GILBERT Queen Creek Rd: Greenfield Rd to Higley	II	II	RARF	0.000	9.515	9.515	9.967
FOUNTAIN HILLS							
Shea Blvd: Palisades Blvd to Cereus Wash				0.312	5.648	5.960	17.914
Shea Blvd: Palisades Blvd to Fountain Hills Blvd	I	I	RARF	0.248	0.040	0.288	0.412
Shea Blvd: Technology Dr to Cereus Wash	II	I,II	RARF	0.064	3.051	3.115	8.103
Shea Blvd: Palisades Blvd to Technology Dr	III	III	RARF	0.000	2.557	2.557	9.399
GILBERT							
Elliot Rd/Cooper Rd: Intersection Improvements	III	IV	CMAQ	0.000	4.052	4.052	6.867
Elliot Rd/Gilbert Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.694	3.694	10.311
Elliot Rd/Greenfield Rd: Intersection Improvements	II	IV	RARF	0.000	0.000	3.694	5.280
Elliot Rd/Higley Rd: Intersection Improvements	III	IV	CMAQ	0.000	0.000	3.694	6.867
Elliot Rd/Val Vista Dr: Intersection Improvements	III	IV	RARF	0.000	0.000	3.694	6.867
Germann Rd: Gilbert Rd to Power Rd				0.000	21.689	21.689	30.987
Germann Rd: Gilbert Rd to Val Vista Dr	II	IV	RARF	0.000	6.506	6.506	9.296
Germann Rd: Val Vista Dr to Higley Rd	II	III, IV	RARF	0.000	15.183	15.183	21.690
Greenfield Rd: Elliot Rd to Ray Rd	II	II	RARF	0.000	3.694	3.694	5.439
Guadalupe Rd/Cooper Rd: Intersection Improvements	II	I, II	RARF	0.000	3.694	3.694	6.830
Guadalupe Rd/Gilbert Rd: Intersection Improvements	II	II	RARF	0.000	3.694	3.694	5.278
Guadalupe Rd/Greenfield Rd: Intersection Improvements	IV	IV	CMAQ	0.000	3.694	3.694	5.278
Guadalupe Rd/Power Rd: Intersection Improvements	III	IV	RARF	0.000	3.694	3.694	8.779
Guadalupe Rd/Val Vista Dr: Intersection Improvements	III	III	CMAQ	0.000	3.694	3.694	5.570
Ray Rd: Val Vista Dr to Power Rd				0.000	16.326	16.326	23.323
Ray Rd: Val Vista to Higley	III	IV	RARF	0.000	5.158	5.158	7.369
Ray Rd: Higley to Recker	III	IV	RARF	0.000	3.720	3.720	5.314
Ray Rd: Recker to Power	III	IV, V	RARF	0.000	7.448	7.448	10.640
Ray Rd/Gilbert Rd: Intersection Improvements	III	IV	RARF	0.000	3.694	3.694	5.278
Val Vista Dr: Warner Rd to Pecos Rd	I	I	RARF	10.398	0.000	10.398	16.308
Warner Rd/Cooper Rd: Intersection Improvements	I	I	RARF	1.305	2.369	3.674	5.579
Warner Rd/Greenfield Rd: Intersection Improvements	II	II	RARF	0.000	3.694	3.694	5.278
GILBERT/MESA/MARICOPA COUNTY							
Power Rd: Santan Fwy to Chandler Heights				0.000	20.259	20.259	67.456
GILBERT Power Rd/Pecos: Intersection Improvements	I	I, II	RARF	0.000	9.939	9.939	14.453

Project Location	Phase		Fund Type	Reimb. To Date (YOES)	Future Reimb. (2009\$)	Total Reimb. (YOES, 2009\$)	Total Cost (YOES, 2009\$)
	Construction Complete	Programmed Reimb.					
GILBERT Power Rd: Santan Fwy to Pecos Rd	II	II	RARF	0.000	10.320	10.320	25.610
GILBERT Power Rd: Pecos Rd to Chandler Heights	IV	n/a	RARF	0.000	0.000	0.000	27.393
Power Rd: Baseline Rd to Santan Fwy				7.760	10.038	17.798	38.104
MESA Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	III	III	RARF	0.000	10.038	10.038	16.064
M.C. Power Rd: Baseline Rd to East Maricopa Floodway	I	I	RARF	7.760	0.000	7.760	22.040
MARICOPA COUNTY							
Dobson Rd: Bridge over Salt River	II	II, III	STP-MAG	0.000	18.233	18.233	42.690
El Mirage Rd: Bell Rd to Jomax Rd				0.000	19.187	19.187	64.012
El Mirage Rd: Bell Rd to Deer Valley Drive	II	III	RARF	0.000	9.517	9.517	32.692
El Mirage Rd: L303 to Jomax	IV	n/a	RARF	0.000	0.000	0.000	17.505
El Mirage Rd: Deer Valley Drive to L303	I	III	RARF	0.000	9.670	9.670	13.814
El Mirage Rd: Thunderbird Rd to Bell Rd	III	I - III	RARF	1.105	19.875	20.980	47.048
El Mirage Rd: Thunderbird Rd to Northern Ave	III	III	RARF	0.000	16.446	16.446	25.880
Gilbert Rd: Bridge over Salt River	II	II	STP-MAG	0.000	13.705	13.705	40.291
Jomax Rd: SR-303L to Sun Valley Parkway	na	III	RARF	0.000	20.259	20.259	28.942
McKellips Rd: Bridge over Salt River	III	II, III	RARF	0.000	13.705	13.705	27.700
McKellips Rd: SR-101L to SRP-MIC/Alma School Rd	II	II, III	RARF/ STP-MAG	0.000	38.611	38.611	47.255
Northern Pkwy: Sarival to Grand (Phase I)				0.000	67.375	67.375	96.251
Northern Parkway: Sarival to Dysart	II	I, II	STP-MAG	0.000	62.254	62.254	88.935
Northern Parkway: ROW Protection	n/a	I, II	STP-MAG	0.000	5.121	5.121	7.316
Northern Pkwy: Sarival to Grand (Phase II)				0.000	79.114	79.114	113.316
Northern Pkwy: Dysart to 111th	II	III	STP-MAG	0.000	18.624	18.624	26.605
Northern Pkwy: Sarival Overpass	II	III	STP-MAG	0.000	9.601	9.601	13.715
Northern Pkwy: Reems Overpass	II	III	STP-MAG	0.000	8.229	8.229	11.756
Northern Pkwy: Litchfield Overpass	II	III	STP-MAG	0.000	7.724	7.724	11.286
Northern Pkwy: Agua Fria Bridge	II	III	STP-MAG	0.000	4.836	4.836	6.909
Northern Pkwy: Northern Ave at L101	II	III	STP-MAG	0.000	5.847	5.847	8.353
Northern Pkwy: Dysart Overpass	III	III, IV	STP-MAG	0.000	19.995	19.995	28.608
Northern Pkwy: ROW Protection	n/a	III	STP-MAG	0.000	4.259	4.259	6.084
Northern Pkwy: Sarival to Grand (Phase III)				0.000	81.485	81.485	122.946
Northern Pkwy: El Mirage Alternative Access	IV	IV	STP-MAG	0.000	4.115	4.115	5.878
Northern Pkwy: El Mirage Overpass	IV	IV	STP-MAG	0.000	21.655	21.655	30.936
Northern Pkwy: Agua Fria to 111th	IV	IV	STP-MAG	0.000	2.671	2.671	3.815
Northern Pkwy: 111th to 107th	IV	IV	STP-MAG	0.000	14.509	14.509	20.727
Northern Pkwy: 107th to 99th	IV	IV	STP-MAG	0.000	20.789	20.789	36.010
Northern Pkwy: Loop 101 to 91st	IV	IV	STP-MAG	0.000	3.393	3.393	4.847

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2009\$)	Total Reimb. (YOE\$, 2009\$)	Total Cost (YOE\$, 2009\$)
	Construction Complete	Programmed Reimb.					
Northern Pkwy: 91st to Grand Intersection Improvements	IV	IV	CMAQ	0.000	5.775	5.775	8.250
Northern Pkwy: ROW Protection	n/a	IV	STP-MAG	0.000	2.526	2.526	3.609
Northern Pkwy: Ultimate Construction	IV	IV	STP-MAG	0.000	6.051	6.051	8.873
MESA							
Baseline Rd: Power Rd to Meridian Rd				0.000	17.518	17.518	25.103
Baseline Rd: Power Rd to Ellsworth Rd	III	IV	RARF	0.000	8.571	8.571	12.317
Baseline Rd: Ellsworth Rd to Meridian Rd	III	IV	RARF	0.000	8.947	8.947	12.786
Broadway Rd: Dobson to Country Club	II	I, II	RARF	0.080	7.187	7.267	19.031
Country Club/University: Intersection Improvements	II	III	RARF	0.000	2.741	2.741	8.748
Country Club/Brown: Intersection Improvements	III	IV	RARF	0.000	2.741	2.741	4.954
Crismon Rd: Broadway Rd to Germann Rd				0.000	35.990	35.990	51.472
Crismon Rd: Broadway Rd to Guadalupe Rd	III	IV	RARF	0.000	12.261	12.261	17.531
Crismon Rd: Guadalupe Rd to Ray Rd	IV	IV	STP-MAG	0.000	11.901	11.901	17.002
Crismon Rd: Ray Rd to Germann Rd	III	IV	STP-MAG	0.000	11.828	11.828	16.940
Dobson Rd/Guadalupe Rd: Intersection Improvements	I	I	RARF	0.196	2.542	2.738	4.274
Dobson Rd/University Dr: Intersection Improvements	II	III	RARF	0.000	2.741	2.741	6.879
Elliot Rd: Power Rd to Meridian Rd				0.000	17.756	17.756	25.367
Elliot Rd: Power Rd to Ellsworth Rd	IV	IV	STP-MAG	0.000	8.810	8.810	12.585
Elliot Rd: Ellsworth Rd to Meridian	IV	IV	STP-MAG	0.000	8.947	8.947	12.782
Germann Rd: Ellsworth Rd to Signal Butte Rd	IV	IV	RARF	0.000	12.275	12.275	17.543
Gilbert Rd/University Dr: Intersection Improvements	I	IV	RARF	0.000	2.741	2.741	11.765
Greenfield Rd: University Rd to Baseline Rd				0.471	10.121	10.592	19.025
Greenfield Rd: Baseline Rd to Southern Ave	I	I	RARF	0.471	4.661	5.133	8.176
Greenfield Rd: Southern Ave to University Rd	III	II, III	RARF	0.000	5.460	5.460	10.849
Guadalupe Rd: Power Rd to Meridian Rd				0.000	22.643	22.643	37.942
Guadalupe Rd: Power Rd to Hawes Rd	III	III	RARF	0.000	7.707	7.707	14.802
Guadalupe Rd: Hawes Rd to Crimson Rd	III	III	STP-MAG	0.000	7.707	7.707	12.814
Guadalupe Rd: Crimson Rd to Meridian Rd	III	III	STP-MAG	0.000	7.228	7.228	10.326
Hawes Rd: Broadway Rd to Ray Rd				0.000	20.378	20.378	29.529
Hawes Rd: Broadway Rd to US60	IV	IV	STP-MAG	0.000	7.019	7.019	10.028
Hawes Rd: Baseline Rd to Elliot Rd	IV	IV	STP-MAG	0.000	6.814	6.814	9.734
Hawes Rd: Elliot Rd to Santan Freeway	IV	IV	STP-MAG	0.000	4.229	4.229	6.042
Hawes Rd: Santan Freeway to Ray Rd	I	IV	RARF	0.000	2.316	2.316	3.725
Higley Rd Parkway: US 60 to SR-202L				0.000	16.446	16.446	23.494
Higley Pkwy: SR202L to Brown Rd	III	III	STP-MAG	0.000	8.223	8.223	11.747

Project Location	Phase		Fund Type	Reimb. To Date (YOES)	Future Reimb. (2009\$)	Total Reimb. (YOES, 2009\$)	Total Cost (YOES, 2009\$)
	Construction Complete	Programmed Reimb.					
Higley Pkwy: Brown Rd to US-60	III	III	STP-MAG	0.000	8.223	8.223	11.747
Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations	III	III	RARF	0.000	27.290	27.290	38.986
Lindsay Rd/Brown Rd: Intersection Improvements	III	II, III	RARF	0.000	2.741	2.741	3.985
McKellips Rd: East of Sossaman to Meridian				0.000	19.544	19.544	27.920
McKellips Rd: E. of Sossaman to Crismon	III	IV	RARF	0.000	11.782	11.782	16.832
McKellips Rd: Crismon Rd to Meridian Rd	III	V	RARF	0.000	7.762	7.762	11.088
McKellips Rd: Gilbert Rd to Power Rd				0.162	21.165	21.327	33.633
McKellips Rd/Lindsay Rd: Intersection Improvements	III	I, III	RARF	0.043	6.200	6.243	10.300
McKellips Rd/Greenfield Rd: Intersection Improvements	III	I, III	RARF, STP-MAG	0.040	2.824	2.864	4.979
McKellips Rd/Higley Rd: Intersection Improvements	III	I, III	RARF, STP-MAG	0.040	2.824	2.864	4.986
McKellips Rd/Power Rd: Intersection Improvements	III	III	CMAQ	0.000	3.246	3.246	4.638
McKellips Rd/Recker Rd: Intersection Improvements	III	III	CMAQ	0.000	3.245	3.245	4.636
McKellips Rd/Val Vista Dr: Intersection Improvements	III	I, III	RARF	0.040	2.824	2.864	4.093
Meridian Rd: Baseline Rd to Germann Rd				0.000	28.720	28.720	41.031
Meridian Rd: Baseline Rd to Ray Rd	III	III	RARF	0.000	16.517	16.517	23.598
Meridian Rd: Ray Rd to Germann Rd	III	III	RARF	0.000	12.203	12.203	17.433
Mesa Dr: Southern Ave to US60 and Mesa Dr to Broadway Rd				0.060	9.114	9.175	39.289
Mesa Dr: US60 to Southern Ave	II	I, II	RARF	0.060	8.267	8.328	14.271
Mesa Dr/Broadway Rd: Intersection Improvements	II	I, II	RARF	0.000	0.847	0.847	25.018
Pecos Rd: Ellsworth Rd to Meridian Rd	III	III	RARF	0.000	12.394	12.394	18.945
Ray Rd: Sossaman Rd to Meridian Rd				0.000	24.668	24.668	36.457
Ray Rd: Sossaman Rd to Ellsworth Rd	II	IV	RARF	0.000	3.739	3.739	9.341
Ray Rd: Ellsworth Rd to Meridian Rd	IV	IV	STP-MAG	0.000	20.929	20.929	27.116
Signal Butte Rd: Broadway to Pecos Rd				0.000	32.415	32.415	46.309
Signal Butte Rd: Broadway Rd to Elliot Rd	IV	IV	STP-MAG	0.000	16.517	16.517	23.598
Signal Butte Rd: Elliot Rd to Pecos Rd	IV	IV	STP-MAG	0.000	15.897	15.897	22.711
Southern Ave: Country Club Dr to Recker Rd				0.168	29.979	30.147	49.532
Southern/Country Club Dr: Intersection Improvements	II	II	RARF	0.000	4.785	4.785	8.249
Southern Ave/Stapley Dr: Intersection Improvements	II	I, II	RARF	0.168	12.363	12.532	21.578
Southern Ave/Lindsay Rd: Intersection Improvements	II	II	STP-MAG	0.000	4.704	4.704	8.129
Southern Ave/Higley Rd: Intersection Improvements	II	II	RARF	0.000	8.126	8.126	11.577
Southern Ave: Sossaman to Meridian				0.000	17.756	17.756	25.367
Southern Ave: Sossaman Rd to Crismon Rd	IV	IV	STP-MAG	0.000	10.738	10.738	15.341
Southern Ave: Crismon Rd to Meridian Rd	IV	IV	STP-MAG	0.000	7.019	7.019	10.027

Project Location	Phase		Fund Type	Reimb. To Date (YOES)	Future Reimb. (2009\$)	Total Reimb. (YOES, 2009\$)	Total Cost (YOES, 2009\$)
	Construction Complete	Programmed Reimb.					
Stapley Dr/University Dr: Intersection Improvements	II	III	RARF	0.000	2.741	2.741	13.248
Thomas Rd: Gilbert Rd to Val Vista Dr	IV	IV	STP-MAG	0.000	5.482	5.482	7.909
University Dr: Val Vista Dr to Hawes Rd				0.000	21.332	21.332	30.478
University Dr: Val Vista Dr to Higley Rd	IV	IV	STP-MAG	0.000	10.736	10.736	15.341
University Dr: Higley Rd to Hawes Rd	IV	IV	STP-MAG	0.000	10.596	10.596	15.137
Val Vista Dr: University Dr to Baseline				0.000	10.845	10.845	16.603
Val Vista Dr: Baseline Rd to Southern Ave	II	IV	RARF	0.000	5.476	5.476	8.933
Val Vista Dr: Southern Ave to University Dr	III	IV	RARF	0.000	5.368	5.368	7.671
PEORIA							
Beardsley Connection: SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Pkwy				16.976	5.909	22.885	42.824
Beardsley Rd Connection: Loop 101 to 83rd Ave/Lake Pleasant Parkway	I	I	STP-MAG	6.125	0.000	6.125	9.896
Loop 101 (Agua Fria Fwy) at Beardsley Rd/Union Hills Dr	I	I	STP-MAG	10.851	0.000	10.851	19.151
83rd Avenue: Butler Rd to Mountain View	II	I, II	STP-MAG	0.000	4.054	4.054	6.127
75th Ave at Thunderbird Rd: Intersection Improvement	II	I, II	STP-MAG	0.000	1.855	1.855	7.650
Happy Valley Rd: L303 to 67th Avenue				0.000	15.712	15.712	49.334
Happy Valley Rd: Loop 303 to Lake Pleasant Parkway	III	IV	RARF	0.000	0.000	0.000	0.000
Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave	I	II	RARF	0.000	15.712	15.712	49.334
Lake Pleasant Pkwy: Union Hills to SR74				27.127	26.265	53.392	88.543
Lake Pleasant Pkwy: Dynamite Blvd to CAP	II	I, II, IV	RARF	0.000	23.710	23.710	46.140
Lake Pleasant Pkwy: Union Hills to Dynamite Rd	I	I	RARF	27.127	0.000	27.127	38.753
Lake Pleasant Pkwy: L303 to SR74/Carefree Hwy	IV	II	RARF	0.000	2.555	2.555	3.650
PHOENIX							
Avenida Rio Salado: 51st Ave. to 7th St.	II	II	STP-MAG	0.000	43.736	43.736	69.679
Black Mountain Blvd: SR-51 and Loop 101/Pima Fwy to Deer Valley Rd	II	II	STP-MAG	0.000	22.047	22.047	31.535
Happy Valley Rd: 67th Avenue to I-17				0.000	16.207	16.207	37.399
Happy Valley: I-17 to 35th Ave	I	IV	RARF	0.000	5.136	5.136	7.338
Happy Valley: 35th Ave to 43rd Ave	III	IV	RARF	0.000	4.171	4.171	11.880
Happy Valley: 43rd Ave to 55th Ave	III	IV	RARF	0.000	4.116	4.116	9.360
Happy Valley: 55th Ave to 67th Ave	III	IV, V	RARF	0.000	2.784	2.784	8.822
Sonoran Blvd: 15th Avenue to Cave Creek	II	II	RARF	0.000	31.938	31.938	75.664
SCOTTSDALE/CAREFREE							
Pima Rd: SR101L to Happy Valley Rd and Dynamite Rd to Cave Creek Rd				14.088	81.086	95.174	139.118
SCOTTSDALE Pima Rd: Thompson Peak Pkwy to Pinnacle Peak	II	I, II	RARF	0.449	23.025	23.474	33.535
SCOTTSDALE Pima Rd/Happy Valley Intersection Improvement	I	n/a	RARF	0.000	0.000	0.000	1.599
SCOTTSDALE Pima Rd: Pinnacle Peak to Happy Valley Rd	II	II	RARF	0.000	15.648	15.648	22.354

Project Location	Phase		Fund Type	Reimb. To Date (YOE\$)	Future Reimb. (2009\$)	Total Reimb. (YOE\$, 2009\$)	Total Cost (YOE\$, 2009\$)
	Construction Complete	Programmed Reimb.					
SCOTTSDALE Pima Rd: Dynamite Blvd to Stagecoach Rd	III	III	RARF	0.000	37.081	37.081	54.086
CAREFREE Pima Rd: Stagecoach Rd to Cave Creek	III	III	RARF	0.000	5.332	5.332	7.618
SCOTTSDALE Pima Rd: SR101L to Thompson Peak Pkwy	I	I	RARF	13.639	0.000	13.639	19.926
SCOTTSDALE							
Carefree Hwy: Cave Creek Rd to Scottsdale Rd	III	III	RARF	0.000	9.176	9.176	14.037
SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd				3.745	15.845	19.590	27.987
SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd	I	I	RARF	3.745	0.000	3.745	5.350
SR-101L Frontage Rd: Pima Rd/Princess Dr to Hayden Rd	II	III, IV	RARF	0.000	15.845	15.845	22.637
Miller Rd/SR-101L Underpass	III	III	STP-MAG	0.000	13.705	13.705	19.578
Pima Rd: Happy Valley Rd to Dynamite Blvd	III	III	STP-MAG	0.000	23.238	23.238	33.198
Pima Rd: McKellips Rd to Via Linda				0.000	30.040	30.040	48.304
Pima Rd: Via De Ventura to Krail	II	II	RARF	0.000	7.350	7.350	10.500
Pima Rd: Thomas Rd to McDowell Rd	II	II	RARF	0.000	5.950	5.950	8.500
Pima Rd: Krail to Chaparral	II	II	RARF	0.000	9.260	9.260	16.196
Pima Rd: Via Linda to Via De Ventura	II	II	RARF	0.000	1.310	1.310	2.304
Pima Rd: Chaparral Rd to Thomas Rd	II	II	RARF	0.000	6.170	6.170	10.804
Scottsdale Airpark Area Capacity Improvements				0.000	71.842	71.842	102.631
Frank Lloyd Wright -Loop 101 Traffic Interchange	II	III	RARF	0.000	3.892	3.892	5.560
Raintree -Loop 101 Traffic Interchange	II	II	RARF	0.000	1.149	1.149	1.642
Northsight Blvd: Hayden to Frank Lloyd Wright	II	II	RARF	0.000	6.848	6.848	9.783
Frank Lloyd Wright Frontage Rd: Northsight to Greenway-Hayden Loop	II	III	RARF	0.000	0.962	0.962	1.375
Redfield Rd: Scottsdale Rd to Hayden	II	II, III	RARF	0.000	2.418	2.418	3.454
Thunderbird-Raintree Loop	III	II, III	RARF	0.000	20.274	20.274	28.962
Raintree Drive: Loop 101 to Hayden	IV	IV	STP-MAG	0.000	17.438	17.438	24.911
Hayden Rd: Redfield to Raintree	IV	IV	STP-MAG	0.000	4.743	4.743	6.776
CAP Canal South Frontage Rd: Loop 101 to Frank Lloyd Wright	III	III	RARF	0.000	2.710	2.710	3.871
Hayden Rd - Loop 101 Interchange Improvements	IV	IV	STP-MAG	0.000	11.407	11.407	16.296
Scottsdale Rd: Thompson Peak Pkwy to Jomax Rd				0.000	13.109	13.109	53.473
Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak Pkwy	II	II	RARF	0.000	11.347	11.347	16.256
Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	II	II	RARF	0.000	1.761	1.761	37.218
Scottsdale Rd: Jomax Rd to Carefree Hwy				0.000	27.886	27.886	50.229
Scottsdale Rd: Jomax Rd to Dixileta Dr	III	III	STP-MAG	0.000	9.295	9.295	17.694
Scottsdale Rd: Dixileta Dr to Ashler Hills Dr	III	III	STP-MAG	0.000	9.295	9.295	16.268
Scottsdale Rd: Ashler Hills Dr to Carefree Highway	III	III	STP-MAG	0.000	9.295	9.295	16.268

Project Location	Phase		Fund Type	Reimb. To Date (YOES)	Future Reimb. (2009\$)	Total Reimb. (YOES, 2009\$)	Total Cost (YOES, 2009\$)
	Construction Complete	Programmed Reimb.					
Shea Blvd: SR-101L to SR-87				3.094	19.162	22.776	32.539
Shea Blvd at 90th/92nd/96th: Intersection Improvements	I	I, III	RARF	2.311	1.792	4.103	5.862
Shea Auxiliary Lane from 90th St to Loop 101	IV	IV, V	RARF	0.000	6.253	6.253	8.933
Shea Blvd at Via Linda (Phase 1): Intersection Improvements	I	I	RARF	0.621	0.000	0.621	0.888
Shea Blvd at Via Linda (Phase 2): Intersection Improvements	III	IV	RARF	0.000	2.041	2.041	2.916
Shea Blvd at 120/124th St: Intersection Improvements	I	IV, V	RARF	0.000	1.370	1.370	1.957
Shea Blvd at Mayo/134th St: Intersection Improvements	I	I	RARF	0.162	0.000	0.162	0.231
Shea Blvd: SR-101L to 96th St: ITS Improvements	I	IV	RARF	0.000	0.375	0.375	0.536
Shea Blvd: 96th St to 144th St: ITS Improvements	II	IV	RARF	0.000	2.310	2.310	3.300
Shea Blvd at Loop 101: Intersection Improvements	III	IV	RARF	0.000	3.609	3.609	5.156
Shea Blvd at 110th St: Intersection Improvements	III	IV	RARF	0.000	0.000	0.260	0.371
Shea Blvd at 114th St: Intersection Improvements	III	IV	RARF	0.000	0.000	0.260	0.371
Shea Blvd at Frank Lloyd Wright Blvd: Intersection Improvements	I	IV	RARF	0.000	0.650	0.650	0.928
Shea Blvd at 115th St: Intersection Improvements	III	IV	RARF	0.000	0.108	0.108	0.155
Shea Blvd at 125th St: Intersection Improvements	III	IV	RARF	0.000	0.371	0.371	0.531
Shea Blvd at 135th St: Intersection Improvements	III	IV	RARF	0.000	0.108	0.108	0.155
Shea Blvd at 136th St: Intersection Improvements	III	IV	RARF	0.000	0.173	0.173	0.247
Legacy Dr: Hayden Rd to 88th Street	IV	IV	STP-MAG	0.000	13.347	13.347	21.021

	<u>Millions (09 \$'s)</u>		
	<u>FY 06-10*</u>	<u>FY 11-31</u>	<u>Total</u>
Total Regional Reimburs.	109.1	1,675.2	1,784.3
Total Local Match	70.6	1,232.8	1,303.4
Total Project Costs	179.7	2,908.0	3,087.7

* Based on project reimbursements made to-date

Appendix C
Public Transit Program

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONAL BUS OPERATING COSTS
(Millions of YOE & 2010 dollars)

	Route	Implementation Phase	Operating Cost		Total
			2006-2010	2011-2031	
Freeway Express/BRT					
	Express Route 573	I	2.6	18.0	20.6
	Express Route 572	I	2.8	9.8	12.6
	Express Route 511	I	0.9	6.3	7.2
	Main Street LINK	I	2.9	43.1	46.0
	Express Route 562	I	0.3	3.5	3.9
	Express Route 535	I	0.4	4.9	5.4
	Express Route 536	I	0.2	0.0	0.2
	Express Route 575	I	0.7	6.8	7.5
	Express Route 576	I	0.7	0.0	0.7
	I-10 West RAPID	I	1.5	0.0	1.5
	Apache Junction Express	V	0.0	2.0	2.0
	Arizona Avenue LINK	II	0.0	16.8	16.8
	Buckeye Express	II	0.0	7.1	7.1
	Superstition Freeway Connector	V	0.0	0.7	0.7
	Grand Avenue Limited	II	0.0	7.7	7.7
	Pima Express	V	0.0	1.7	1.7
	Peoria Express	V	0.0	1.2	1.2
	Scottsdale/Rural LINK	III	0.0	9.2	9.2
	S. Central Express	II	0.0	10.4	10.4
	Black Canyon Freeway Connector	V	0.0	0.3	0.3
	I-17 RAPID	I	4.6	0.0	4.6
	South Central Avenue LINK	V	0.0	0.8	0.8
	Ahwatukee Connector	V	0.0	0.2	0.2
	Anthem Express	V	0.0	0.5	0.5
	Santan Express	V	0.0	0.7	0.7
	Red Mountain Freeway Connector	V	0.0	0.3	0.3
	Superstition Springs Express	V	0.0	0.5	0.5
	Avondale Express	III	0.0	3.0	3.0
	North I-17 Express	V	0.0	0.5	0.5
	Loop 303 Express	V	0.0	0.7	0.7
	SR 51 RAPID	I	2.8	1.2	4.0
	I-10 East RAPID	I	3.5	0.0	3.5
	Chandler Boulevard LINK	NA	0.0	0.0	0.0
Sub-total			23.9	158.0	181.8
Supergrid Route					
	Scottsdale Road	I	25.2	139.3	164.5
	Chandler Boulevard	I	12.0	103.9	115.9
	Glendale Avenue	I	18.6	123.2	141.8
	Main Street	I	3.1	45.5	48.6
	Arizona Avenue/Country Club	II	0.0	43.9	43.9
	Gilbert Road	I	1.1	31.5	32.6
	Baseline Road	II	0.0	48.7	48.7
	Southern Avenue	I	9.7	107.9	117.7
	Dobson Road	I	4.7	48.4	53.1
	Camelback Road	IV	0.0	32.7	32.7

	Route	Implementation Phase	Operating Cost		Total
			2006-2010	2011-2031	
	Alma School Rd.	III	0.0	18.5	18.5
	Elliot Road	II	0.0	29.9	29.9
	University Drive	III	0.0	59.0	59.0
	Dysart Road	V	0.0	2.8	2.8
	Hayden/McClintock	IV	0.0	44.2	44.2
	59th Avenue	II	0.0	32.3	32.3
	Broadway Avenue	III	0.0	57.8	57.8
	Power Road	II	0.0	32.0	32.0
	Ray Road	IV	0.0	8.0	8.0
	Tatum Boulevard/44th Street	V	0.0	2.9	2.9
	McDowell/McKellips Road	II	0.0	99.1	99.1
	Peoria/Shea Avenue	V	0.0	17.2	17.2
	Van Buren	IV	0.0	44.9	44.9
	Bell Road	IV	0.0	52.2	52.2
	Waddell Road/Thunderbird	IV	0.0	29.6	29.6
	99th Avenue	V	0.0	1.0	1.0
	Buckeye Road	V	0.0	1.7	1.7
	Dunlap/Olive Avenue	V	0.0	2.1	2.1
	Indian School Road	V	0.0	4.5	4.5
	Queen Creek Road	V	0.0	0.3	0.3
	Thomas Road	V	0.0	4.0	4.0
	Litchfield Road	NA	0.0	0.0	0.0
	83rd Avenue/75th Avenue	IV	0.0	14.6	14.6
	Greenfield Road	IV	0.0	9.7	9.7
Sub-total			74.5	1,293.3	1,367.9
Rural Service					
	Gila Bend connector	I	1.8	15.6	17.3
	Wickenburg connector	I	1.1	6.1	7.2
Sub-total			2.8	21.7	24.6
RPTA Funded Service That Predates RTP					
	Local Bus Service	I	24.1	48.5	72.6
	Express Bus Service	I	21.7	86.5	108.3
	SCAT	I	0.4	1.3	1.7
Sub-total			46.2	136.4	182.6
Other Services					
	ADA Complementary Paratransit	I	32.6	555.8	588.4
	Regional Customer Services	I	32.5	149.7	182.3
	RPTA Planning and Administration	I	21.4	88.8	110.3
	Safety and Security Programs	I	1.5	24.3	25.7
	Operating Contingency	I	1.0	11.4	12.4
Sub-total			89.0	830.0	919.1
Total			236.5	2,439.4	2,675.9

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
REGIONAL BUS CAPITAL COSTS
(Millions of YOE & 2010 dollars)

	Facility	Const./Acquisition Phase	Capital Cost		Total
			2006-2010	2011-2031	
Fleet					
	Fixed Route Buses	All	147.1	768.4	915.5
	Rural Routes	All	0.5	3.3	3.8
	Paratransit	All	17.3	87.8	105.1
	Van Pool	All	9.9	43.8	53.7
	<i>Sub-total</i>		174.8	903.3	1,078.0
Capital Facilities					
Park and Rides					
	East Buckeye	II	2.1	3.1	5.2
	Chandler	I	4.6	0.0	4.6
	Val Vista/202	V	0.0	5.2	5.2
	Glendale Arrowhead	II	0.0	23.5	23.5
	Country Club	I	9.4	0.0	9.4
	Peoria Grand	III	0.0	5.2	5.2
	Desert Sky	II	0.0	14.3	14.3
	Laveen/59th Ave	III	0.0	5.2	5.2
	Elliot/I-10	V	0.0	5.2	5.2
	Camelback/101	V	0.0	5.2	5.2
	Happy Valley-I-17	II	5.5	0.0	5.5
	Scottsdale/Loop 101	II	5.0	0.0	5.0
	Grand/Surprise	II	4.5	0.0	4.5
	Total Park and Rides		31.1	67.1	98.2
Transit Centers					
	Downtown Chandler 4-bay	V	0.0	2.2	2.2
	South Chandler 4-bay	V	0.0	2.2	2.2
	Glendale/Grand 4-bay	V	0.0	2.2	2.2
	Arrowhead 6-bay	II	0.0	3.2	3.2
	Mesa Downtown 6-bay	III	0.0	3.2	3.2
	Peoria 4-bay	II	0.0	2.2	2.2
	19thAveCamelback 6-bay	V	0.0	3.2	3.2
	44th Cactus 6-bay	V	0.0	3.2	3.2
	Central Station Rehab	II	4.9	0.0	4.9
	Metrocenter TC Rehab	V	0.0	7.7	7.7
	Scottsdale 4-bay	V	0.0	2.2	2.2
	South Tempe 4-bay	V	0.0	2.2	2.2
	College/ASU Expansion/Rehab	V	0.0	7.7	7.7
	Total Transit Centers		4.9	41.5	46.3
Operations and Maintenance Facilities					
	Paratransit EVDAR	V	0.0	11.0	11.0
	Mesa Purchase	I	9.9	0.0	9.9
	Rehab Mesa	V	0.0	11.3	11.3

	Facility	Const./Acquisition Phase	Capital Cost		Total
			2006-2010	2011-2031	
	Phoenix West	I	43.6	0.0	43.6
	Phoenix Heavy	NA	0.0	0.0	0.0
	Rehab Phx-South	V	0.0	11.3	11.3
	Paratransit Phoenix	V	0.0	11.0	11.0
	Tempe	I	43.6	0.0	43.6
	Fixed Route (New)	NA	0.0	0.0	0.0
	Rural Facility	NA	0.0	0.0	0.0
	Vanpool	NA	0.0	0.0	0.0
	Total O & M Facilities		97.2	44.8	142.0
	BRT Right-of-Way Improvements				
	Main Street	I	15.2	0.0	15.2
	Arizona Avenue	II	12.0	12.1	24.1
	Scottsdale/Rural Roads	III	0.0	37.5	37.5
	South Central Avenue	V	0.0	19.3	19.3
	Chandler Boulevard	NA	0.0	0.0	0.0
	Total BRT ROW Improvements		27.2	68.9	96.0
	Other Capital Improvements				
	Bus Stop Improvements	I	5.8	0.0	5.8
	Vehicle Upgrades	II	6.6	17.8	24.4
	Total Other Capital		12.5	17.8	30.2
	Contingency for Capital Projects	All	2.5	37.2	39.7
	TOTAL		350.0	1,180.5	1,530.6

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
LIGHT RAIL TRANSIT OPERATING COSTS
(Millions of YOE & 2010 \$'s)

	Route	Implementation Phase	Operating Cost		Total
			2006-2010	2011-2031	
LRT Segments					
	NW Extension - Phase 1	IV		29.0	29.0
	Central Mesa *	III		54.0	54.0
	Tempe South *	III		26.9	26.9
	Glendale **	IV		27.4	27.4
	NW Extension - Phase 2 **	IV		7.7	7.7
	Phoenix West	IV		126.0	126.0
	NE Phoenix	V		0.0	0.0
	CP/EV	I	49.5	708.4	757.9
TOTAL			49.5	979.4	1,028.9

* Facility opens December 2016.

** Facility opens December 2026.

REGIONAL TRANSPORTATION PLAN - 2010 UPDATE
LIGHT RAIL TRANSIT CAPITAL COSTS
(Millions of YOE & 2010 \$'s)

	Route	Implementation Phase	Capital Cost		Total
			2006-2010	2011-2031	
LRT Segments					
	NW Extension - Phase 1	IV	85.2	204.4	289.6
	Central Mesa *	III	5.4	210.8	216.2
	Tempe South *	III	4.0	136.8	140.7
	Glendale **	IV	0.0	358.6	358.6
	NW Extension - Phase 2 **	IV	0.0	100.1	100.1
	Phoenix West	IV	17.7	765.8	783.5
	NE Phoenix	V	0.0	697.0	697.0
	CP/EV	I			0.0
Sub-total			112.3	2,473.5	2,585.8
LRT Systemwide Support					
	CP/EV Regional Reimbursements	I-II	151.0	47.8	198.8
	Systemwide Support Infrastructure	I-V	0.6	443.7	444.3
	Design Standards and System Planning	I-V	3.6	3.2	6.8
	Capital Project Development Admin,	I-V	1.1	31.5	32.6
	Utility Reimbursements	I-V	80.6	119.6	200.1
Sub-total			236.9	645.7	882.6
TOTAL			349.2	3,119.2	3,468.4

* Facility opens December 2016.

** Facility opens December 2026.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 15, 2010

SUBJECT:

Interstate 11 Proposal Update

SUMMARY:

The MAG Regional Council accepted the findings of the Interstate 10-Hassayampa Valley Roadway Framework Study and the Interstates 8 and 10-Hidden Valley Transportation Framework Study in February 2008 and September 2009, respectively. These studies included the 152-mile Hassayampa Freeway as an illustrative (unfunded) project. This freeway is now being discussed as part of a greater Interstate 11 corridor designation that reaches to Las Vegas, and potentially destinations farther north into the Pacific Northwest.

A north-south interstate highway corridor in this part of the United States was not identified as part of the original 42,843-mile system when President Eisenhower signed the Federal-Aid Act of 1956 authorizing construction of the Interstate Highway System. In fact, the combined populations of Phoenix, Tucson, Las Vegas, and Reno was less than 700,000 in 1956, and the focus of interstate planners at that time was to improve connections to California. Today, the US Census Bureau estimates this corridor has about 8 million in population. Future projections indicate this corridor will continue to see significant growth, prompting the need for better surface transportation connections to accommodate not only the travel demand between these metropolitan areas, but also improved mobility for freight shipments throughout the Intermountain West.

Elements for an Interstate 11 corridor have been emerging over time. In Arizona, the Department of Transportation (ADOT) is in the process of conducting a multi-year program for improving US-93 between Phoenix and Las Vegas by widening the roadway to four-lanes with planning and right-of-way acquisition that could allow the corridor to be constructed to interstate standards in the future. The State Transportation Board recently accepted the findings of ADOT's bqAZ: Statewide Transportation Planning Framework Program that includes the conversion of US-93 into a interstate corridor and for that interstate route to continue along the Hassayampa Freeway from Wickenburg to Casa Grande. In Nevada, the Department of Transportation (NDOT) has already constructed portions of US-93 to interstate standards, as Interstate 515, and has cleared an environmental impact statement to extend the freeway corridor around Boulder City. NDOT also continues to plan for improvements to US-95 between Las Vegas and Reno to connect Nevada's largest cities. Both states, in partnership with the Federal Highway Administration - Central Federal Lands Division, will open later this year, the Mike O'Callaghan – Pat Tillman Memorial Bridge, providing a four-lane interstate standard bypass of Hoover Dam and crossing of the Colorado River.

These actions, including the recent designation of the Hassayampa Freeway corridor as an illustrative (unfunded) project of the MAG Regional Transportation Plan, have prompted various government and business organizations in both Arizona and Nevada to form a coalition called CANDO: Connection Arizona and Nevada, Delivery Opportunities, to advance the Interstate 11 concept. The coalition is presently working with members of the United States Congress to establish a High Pri-

ority Corridor designation for Interstate 11 as a corridor that extends from metropolitan Phoenix to Reno and potentially farther north. The coalition is only seeking the Interstate 11 designation at this time to position the corridor for funding opportunities in future surface transportation authorizations.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: Since the initial 1956 system was identified, another 3,900 miles of interstate highways have been added by the United States Congress to improve connections throughout the country. Interstate designations have been proven to raise the visibility of transportation corridors as a means for relieving congestion, improving goods movements and freight connections, providing for economic development, and providing safer corridors for intercity travel. An Interstate 11 corridor could certainly meet several of these criteria, especially in providing for an alternate route to the congested Interstate 5 corridor, and to improve the north-south movement of goods from ports in Mexico and Canada in the Intermountain West. The MAG priority is to deliver the projects included in the Regional Transportation Plan that were part of the Proposition 400 election.

CONS: The funding for Interstate 11 does not exist at this time.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The majority of the long-range planning for an Interstate 11 corridor has been completed through the Interstate 10-Hassayampa Valley Roadway Framework Study, the Interstates 8 and 10-Hidden Valley Transportation Framework Study, and bqAZ: Statewide Transportation Planning Framework. The next steps for the corridor would be to conduct environmental, design concept and location studies, to establish the route centerline.

POLICY: In the metropolitan Phoenix area, MAG has identified through the framework studies the Hassayampa Freeway corridor and has encouraged member agencies that are affected by these studies to incorporate this recommendation into their general plan. This corridor recommendation provides an opportunity for preserving the corridor that could eventually become Interstate 11.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

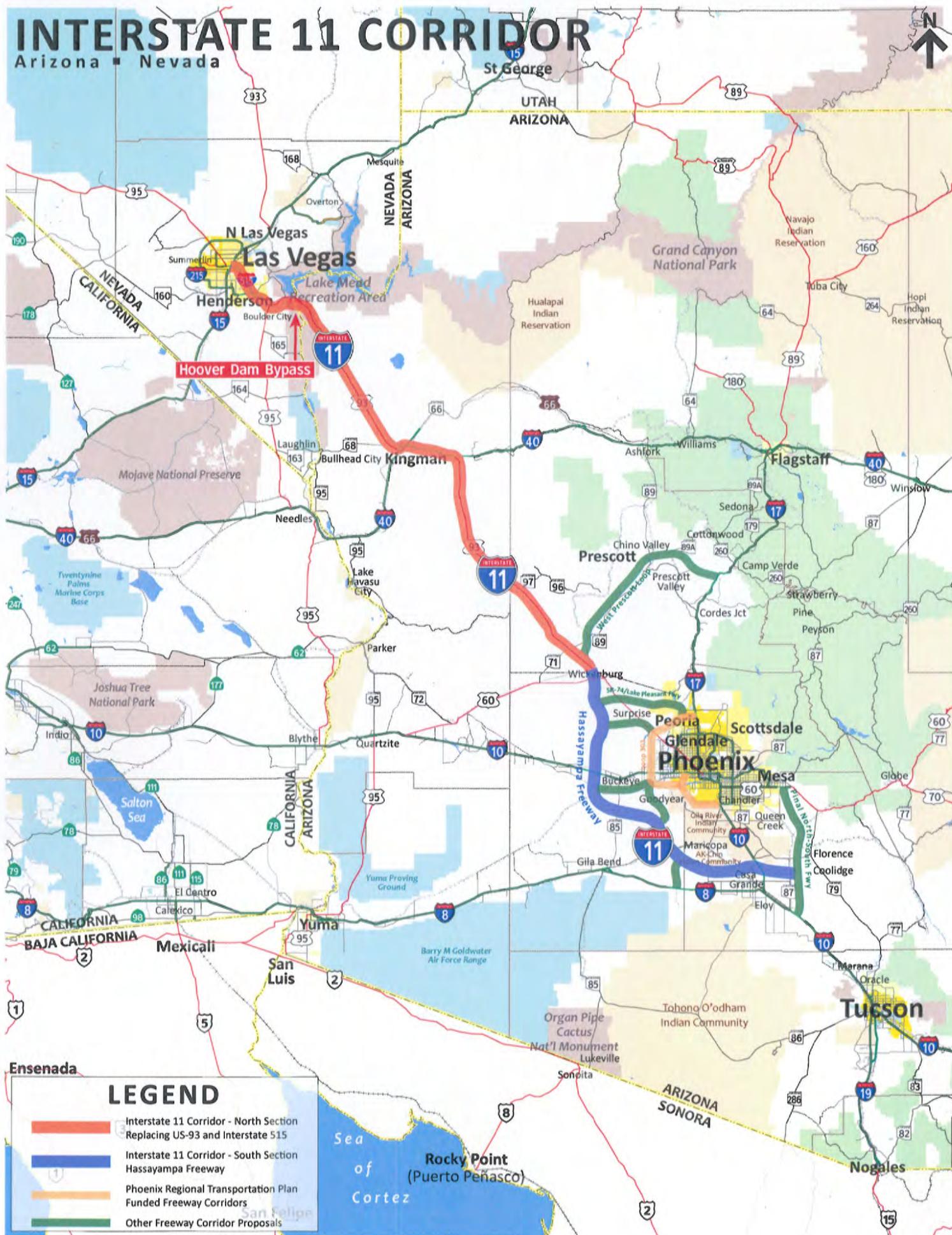
No prior committee actions have been taken on this item.

CONTACT PERSON:

Bob Hazlett, Senior Transportation Engineer, MAG 602 254-6300.

INTERSTATE 11 CORRIDOR

Arizona • Nevada



LEGEND

- Interstate 11 Corridor - North Section
Replacing US-93 and Interstate 515
- Interstate 11 Corridor - South Section
Hassayampa Freeway
- Phoenix Regional Transportation Plan
Funded Freeway Corridors
- Other Freeway Corridor Proposals